



ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

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**BOARD MEETING NOTICE**

**Thursday, February 23, 2006, 3:30 p.m.**

CMA Board Room

1333 Broadway, Suite 220

Oakland, California 94612

(see map on last page of agenda)

Chair: Councilmember Larry Reid

Vice Chair: Supervisor Scott Haggerty

Executive Director: Dennis R. Fay

Secretary: Christina Muller

**REVISED AGENDA**

*Copies of Individual Agenda Items are Available on the CMA's Website*

<b>1.0</b>	<b>ROLL CALL</b>	<b>Confirm Quorum</b>	<b>3:30 p.m.</b>
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<b>2.0</b>	<b>PLEDGE OF ALLEGIANCE</b>
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<b>3.0</b>	<b>PUBLIC COMMENT</b>
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Members of the public may address the Board during "Public Comment" on any item not on the agenda. Public comment on an agenda item will be heard when that item is before the CMA Board. Anyone wishing to comment should make his or her desire known to the Chair.

<b>4.0</b>	<b>CHAIR'S/VICE-CHAIR'S REPORT</b>	<b>Information/Action</b>	<b>3:35 p.m.</b>
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<b>5.0</b>	<b>EXECUTIVE DIRECTOR'S REPORT*(page 1)</b>	<b>Information/Action</b>	<b>3:40 p.m.</b>
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<b>6.0</b>	<b>CONSENT CALENDAR</b>	<b>Approval</b>	<b>3:45 p.m.</b>
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**6.1** [Meeting Minutes January 26, 2006\\* \(page 41\)](#)

**6.2** [Financial Reports: January 2006\\* \(page 45\)](#)

*Consent Items recommended by the following committees:*

**6.3** [Plans & Programs Committee](#)

**6.3.1** [Lifeline Transportation Program: Project Selection Criteria\\* \(page 51\)](#)

It is recommended that the Board: 1) approve Alameda County's Lifeline Transportation Program criteria, 2) approve the criteria weighting, and 3) approve the minimum and maximum grant amounts. Alameda County's Lifeline Transportation Program budget includes approximately \$1.1 million in Congestion Mitigation Air Quality Improvement (CMAQ) funds, \$2 million in State Transit Assistance (STA) funds, and an estimated \$1.8 million in JARC funds. With MTC's current estimate of JARC funds for Alameda County, a total of \$4.9 million will be available for the Alameda County Lifeline Transportation Program.

**6.3.2 Federal Surface Transportation Program (STP) and Congestion Mitigation & Air Quality (CMAQ) Program: Quarterly At Risk Report\* (page 55)**

It is recommended that the Board review and approve the attached Quarterly At Risk report for local projects programmed in the STP/CMAQ Program.

**6.3.3 State Transportation Improvement Program (STIP): Quarterly At Risk Report\* (page 61)**

It is recommended that the Board review and approve the attached Quarterly At Risk report for local projects programmed in the State Transportation Improvement Program.

**6.3.4 CMA Capital Expenditure Program (CEP): Quarterly Status Report\* (page 67)**

It is recommended that the Board review and accept the attached [Capital Expenditure Program \(CEP\) Report](#). This report provides an update on the status of capital projects that are being implemented by the CMA, as well as other projects in Alameda County that may be of interest to the CMA Board. This report is presented to the CMA Board on a quarterly basis to keep the Board updated on the delivery status of CMA sponsored projects. *Note: A copy of the report is available on the CMA website as part of the agenda. Copies have been mailed to Board members only.*

**6.3.5 City of Piedmont Request: Funding for Grand Ave Signal Project\* (page 69)**

The City of Piedmont is 95% complete with the design of the signalization project at the intersection of Grand Ave/Rose Ave/Arroyo Ave. The total project cost is \$287,500. Piedmont is requesting assistance from the CMA in bridging the funding gap. This project is included in the CMA's long-range transportation plan. It is recommended that the Board approve the programming of \$197,000 from the CMA Transportation Improvement Program to the City of Piedmont for this project, subject to the repayment conditions cited in the attached memo. *Note: 18 affirmative votes required*

**6.3.6 Dynamic Ridesharing Pilot Project: Budget and Contract Amendment\* (page 71)**

The CMA received a grant from the Federal Highway Administration (FHWA) to implement a dynamic ridesharing pilot project. In Fall 2005, the Board approved a total consultant budget of \$178,700, consisting of \$142,960 in federal funds and a \$35,740 local match. RideNow was launched on November 15, 2005. Because the Dynamic Ridesharing technology had never been tested before and at the request of our partner agencies, a limited version of the project was implemented. It has now been demonstrated that the Dynamic Ridesharing technology works. Wider marketing efforts are needed to increase participation and to demonstrate that the ride matching program could be applied at a regional level. It is recommended that the Board approve an additional \$30,000 to implement additional marketing and complete the Pilot Project -- \$24,000 in federal funds previously approved by FHWA and \$6,000 in local match of which \$4,500 is from CMA TIP funds and \$1,500 is from in-kind staff time. *Note: 18 affirmative votes required*

**6.3.7 Congestion Management Program (CMP): 2004-05 Draft Mobility Monitor\*(page 75)**

The CMA distributes the Mobility Monitor each year based on a summary of the annual Performance Report. The draft newsletter is attached. It is recommended that the CMA Board approve the 2004-05 Mobility Monitor. Graphics will be added upon approval of the text. The final newsletter will be completed and distributed to local jurisdictions, newspapers, public libraries and others.

**6.4 Administration & Legislation Committee**

**6.4.1 I-680 Smart Carpool Lane: Cooperative Agreement with Caltrans for Final Design\* (page 83)**

It is recommended that the CMA Board authorize the Executive Director to sign the Cooperative Agreement with Caltrans for final design and Plans, Specifications and Estimates (PS&E) for the I-680

Smart Carpool Lane. The CMA will be using professional services for the design work previously authorized by the Board.

**6.4.2 I-580 EB Interim HOV Lane Project Charter\* (page 85)**

The attached project charter identifies the scope and represents agreement on key elements of project development for the I-580 EB Interim HOV Lane Project, between the Alameda County CMA, Caltrans, Alameda County Public Works Agency, the cities of Livermore, Dublin, and Pleasanton and the Livermore-Amador Valley Transit Authority. It is recommended that the Board authorize the Executive Director to sign the charter, substantially as attached.

**6.4.3 Annual Adoption of Investment Policy\* (page 85A)**

It is recommended that the Board adopt the attached Investment Policy. No changes are recommended to the current policy.

\*\*\* END OF CONSENT ITEMS \*\*\*

**7.0 PLANS & PROGRAMS COMMITTEE REPORTS Information/Action 3:50 p.m.**

**7.1 Local Streets & Roads Rehabilitation Program: Federal Surface Transportation Program Cycle 3 and CMA Transportation Improvement Program (TIP)\* (page 95)**

It is recommended that the Board approve the final program of projects for the Local Streets and Roads Rehabilitation Program funded with federal Cycle 3 and CMA TIP funds. *Note: 18 affirmative votes required.*

**7.2 2006 State Transportation Improvement Program (STIP) and CMA Transportation Improvement Program (TIP)\* (page 99)**

It is recommended that the Board approve the attached adjustments to the 2006 STIP Program. The CMA Board approved the original program on November 18, 2005. Several adjustments are necessary prior to action by the California Transportation Commission. As a companion action, it is recommended that the Board approve the programming of \$500,000 of CMA TIP funds to the Emeryville Ashby-Bay Interchange Project. *Note: 18 affirmative votes required.*

**8.0 ADMINISTRATION & LEGISLATION COMMITTEE REPORTS Information/Action 4:00 p.m.**

**8.1 Response to Growing CMA Responsibilities\* (page 103)**

In response to the growth of the CMA's responsibilities and functions over the last year or so, staff has been reviewing policies, procedures and resource levels to assure to the extent possible the agency is ready for these new duties. It is recommended that the Board take the following actions:

1. Adopt the attached revision to the FY 2005-06 Budget, which includes the new positions that have been created to handle work previously provided by consultants. *Note: 18 affirmative votes required.*
2. Adopt Resolution 05-19 (Revised), Staff Salaries and Benefits for 2006, which specifies the salary ranges for the new positions.
3. Adopt the attached job specifications for Supervising Principle Transportation Engineer, Information Technology Specialist and Contracts Administrator and revised job specifications for Administrative Manager and Accounting Manager.

Converting selected consultant tasks to staff is within the forecast revenue for the agency and has the added benefit of providing revenue that can be applied to the administrative overhead of the agency rather than to the overhead of consultants.

## **8.2 Draft FY 2006-2007 Budget\* (page 137)**

In accordance with the joint powers agreement, the CMA Board must adopt a budget in March of each year. A draft budget must be released for review and comment in February. A draft work program was adopted by the Board in January. It is recommended that the Board approve the attached draft budget. This draft budget assumes the new positions and other changes suggested to respond to the growth in CMA responsibilities (see Agenda Item 8.1).

## **8.3 Board Member Compensation\* (page 143)**

The attached material provides a survey of the meeting compensation paid to Board members by other organizations in the East Bay. Based on this survey, staff has recommended that the Board consider an increase in Board member meeting compensation to \$125 per meeting.

## **8.4 Uptown Transit Center: Construction Contract Award\* (page 145)**

On January 19<sup>th</sup>, 2006, the CMA received four bids for the Uptown Transit Center construction contract. The low bidder was NTK Construction with a bid of \$1,590,918. This is below the engineer's estimate of \$1,846,375. It is recommended that the CMA Board award the Uptown Transit Center construction contract, contingent upon the receipt of all necessary permits from the City of Oakland, to NTK Construction, Inc., for an amount not to exceed \$1,750,000, which includes a 10% contingency above the base bid amount. If for any reason the low bidder is unable or unwilling to execute a contract or provide required bonding, it is recommended the CMA Board award the Contract to the next bidder, contingent upon the receipt of all necessary permits from the City of Oakland. It is further recommended that the CMA Board authorize the Executive Director to execute any necessary agreements once all necessary permits have been obtained from the City of Oakland.

## **8.5 State Infrastructure Package: Proposed Principles\* (page 147)**

Both the Governor and the Legislature have proposed infrastructure plans that involve bonds. Prior to the January Board meeting, the Chair and Vice Chair sent a letter to Senator Perata expressing the CMA's initial views. At the January meeting, the Board adopted three key advocacy points relative to a state infrastructure bond. The Bay Area CMA Executive Directors have also prepared a core set of principles for their respective boards to consider. These principles address the Board's points from the January meeting. It is recommended that the Board adopt the Executive Directors' principles with the additions suggested in the attached memo.

## **9.0 OTHER BUSINESS**

## **10.0 ADJOURNMENT**

**4:30 p.m.**

\* Attachment enclosed for members and key staff.

\*\* Materials will be handed out at the meeting.

(#) All items on the agenda are subject to action and/or change by the CMA Board. Times for agenda items are approximate.

*PLEASE DO NOT WEAR SCENTED PRODUCTS SO INDIVIDUALS WITH  
ENVIRONMENTAL SENSITIVITIES MAY ATTEND*

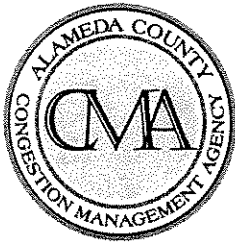
### **NEXT MEETINGS**

**THURSDAY, March 23, 2006; 3:30 PM; CMA Board Room, Oakland**

**THURSDAY, April 27, 2006; 3:30 PM; CMA Board Room, Oakland**

**THURSDAY, May 25, 2006; 3:30 PM; CMA Board Room, Oakland**





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**MEMORANDUM**

*February 23, 2006  
Agenda Item 5.0*

DATE: February 15, 2006  
TO: Congestion Management Agency Board  
FROM: Dennis R. Fay, Executive Director *DRF*  
SUBJECT: EXECUTIVE DIRECTOR'S REPORT

**Board Retreat**

The Board retreat was held on February 10<sup>th</sup>. The State infrastructure proposals, federal earmarks and MTC's programs were discussed. Regarding federal earmarks, we have since learned that conversion of HOV lanes to HOT lanes is considered mainstream by FHWA and no longer eligible for the Value Pricing Pilot Program, the source of previous grants for the I-680 Smart Lane. Further federal funding is part of the plan for this project. Staff is requesting that the Board add the I-680 Smart Lane to the list of projects the CMA will promote for appropriations earmarks.

**Correspondence**

We have received the attached correspondence from AC Transit inviting the Board to attend a dedication ceremony for its hydrogen fuel cell facility on Monday, March 13, 2006 at 9:30 am in Oakland (unfortunately this is a conflict with the March committee meetings), and from John Kyle regarding truck parking.

**Sacramento Report**

I have attached a report from the CMA's Sacramento representative. On February 7<sup>th</sup> I testified at the Senate Transportation & Housing Committee on the current process used to select projects for the STIP (testimony attached). A meeting with the CMA chair and vice chair and Senator Perata regarding the infrastructure bond has been scheduled for the morning of February 23<sup>rd</sup> in Sacramento.

**Washington, DC Report**

I have attached a report from the CMA's Washington, DC representative.

**CMA Exchange Program – Status Report**

The CMA has received a total of \$42.3 million in payments from exchange project sponsors.

### **Status of Corridor Studies/Projects**

I-580 TMP Project – This initial component of planned corridor improvements will implement key elements of a Traffic Management Plan (TMP), including Traffic Operations Systems (TOS) and Intelligent Transportation Systems (ITS) elements, in the Tri-Valley area. The TMP project will assist with traffic management during construction of the I-580 improvements and provides a foundation for bringing the Tri-Valley jurisdictions into the CMA's SMART Corridor Program. It will also provide infrastructure capability to local and regional transit providers to allow transit signal priority (TSP) for express bus routes to be implemented on existing local routes between downtown Livermore and Dublin/Pleasanton BART during construction of the EB Interim HOV project, as well as on the EB HOV route when the facility is complete. The CMA's design consultant is preparing the project report in parallel with preliminary design activities. It is anticipated the project will be advertised in summer 2006.

I-580 Livermore Soundwall Project – This component of planned corridor improvements will construct a soundwall along the north edge of I-580 just east of First Street in Livermore. Caltrans previously prepared the environmental clearance and design documents. The CMA will assume responsibility for completing the final design package and constructing the improvements in 2006. This project is fully funded in FY 06/07 of the STIP.

I-580 EB Interim HOV Lane Project – This project will provide an interim eastbound HOV lane to commuters on I-580 between Hacienda Drive in Pleasanton and Greenville Road in Livermore. The administrative draft environmental document was completed this fall. All comments on the administrative draft have been received from Caltrans. Additional biology work is currently underway. The document will be resubmitted to Caltrans and FHWA for compliance review in early April. Preliminary engineering and at-risk design are progressing concurrently. Comments on the 35% PS&E submittal have been received from Caltrans; a 65% submittal is anticipated in March, with completion of the preliminary design scheduled in summer 2006. Upon approval of the eastbound-only environmental document, the CMA's design consultant will proceed with final design of the project.

I-580/I-680 Interchange Modifications – The CMA is partnering with Caltrans in the development of a Project Study Report (PSR) for the I-580/I-680 Interchange Modification Project. The traffic modeling assumptions to be used are being reviewed by Caltrans and FHWA. Caltrans will be the lead agency responsible for the preparation of the PSR, supplemented by a CMA consultant support services team as necessary to maintain an expedited delivery schedule. The PSR will evaluate options to address key commute movements currently experiencing significant congestion and will identify alternatives for further evaluation, including feasible options for direct connector structures for two critical commute movements: 1) westbound I-580 HOV to southbound I-680 HOV; and 2) northbound I-680 HOV to eastbound I-580 HOV. The PSR will also evaluate ultimate HOV movements and update the master buildout plan for the I-580/I-680 interchange. The PSR is anticipated to be completed in late 2006. This project is being developed as an element of the RM2 I-580 Tri-Valley Corridor Improvements.

I-580 WB Auxiliary Lane Project – In cooperation with ACTIA, the CMA is taking the lead as the implementing agency for this project. The project consists of two westbound I-580 auxiliary lane segments as follows: a) Airway Blvd. to Fallon Rd., and b) Fallon Rd. to Tassajara Rd. The

CMA is currently reviewing the environmental clearance status of these segments. The project is fully funded by ACTIA Measure B.

I-680 HOV Lane Project – Sound wall Construction – The project is essentially completed with punch list items remaining. The contract called for completion of the project by the end of August and is now in liquidated damages. The project is one of the components of the overall I-680 corridor improvements.

I-680 Southbound HOV Lane Project – The CMA is partnering with Caltrans on the design of this project, with a CMA design consultant developing plans for all structure modifications required in the corridor and Caltrans completing all civil design. Final design is being coordinated to incorporate the Smart Lane components. Construction funds are programmed in the STIP for FY 2007/08.

I-680 Smart Carpool Lane Project – The Management Steering Committee reviewed the revised project cost and funding plan. Revised revenue estimates for the first year of operation were completed. Additional work is needed to consider various operating assumptions. The Committee also reviewed approaches to monitoring the mixed flow lanes in order to provide additional data for setting the fee for using the Smart Lane. The draft Administrative Code was completed and will be presented to the Joint Powers Board at their next meeting on March 10<sup>th</sup>. The JPB meetings will be held at 9:30 AM on the second Friday of the month in Fremont.

I-680/I-880 Cross Connector Project – The ACTIA Board approved the transfer of sponsorship of the I-680/I-880 Cross Connector Project from the Santa Clara Valley Transportation Authority to the Alameda County CMA. The ACTIA program will provide \$940,000 in Measure B funds for the development of a Project Study Report for projects identified in the recently completed Cross Connector Study in the Fremont/Grimmer Blvd Corridor. Staff is in the process of completing the necessary agreements with ACTIA and released an RFP for the project on January 31<sup>st</sup>.

I-580 Soundwall Design – San Leandro and Oakland - The ACCMA Board approved CMA TIP funds for the design phase of soundwall projects in San Leandro and Oakland along I-580 in December. An RFP was released January 30<sup>th</sup> to secure consultant services to complete the Soundwall design.

Tri-Valley Triangle Analysis – The TAC approved the assumptions for truck traffic for the peak, off-peak and reverse peak directions. This data will be used to complete the analysis of the seven alternatives. The TAC will review the initial results for Alternatives 1, 2B and 6 on March 9<sup>th</sup>. The Policy Advisory Committee will likely not meet on March 3 because one of the Committee members will be out of town.

I-880 Corridor North – This project is primarily funded with RM 2 funds and will provide operational and safety improvements to northbound I-880 at 29<sup>th</sup> Avenue by reconfiguring the on- and off-ramps, as well as mitigating noise impacts of the project. The CMA's consultant team of Korve/RBF is performing the project development work. A public meeting to discuss

the purpose of the project was held on January 18<sup>th</sup> at the local school with a general positive response to the project concept.

I-880 Corridor System Management Study – This study, sponsored by Caltrans, will provide a detailed evaluation of the I-880 Corridor to determine what transportation strategies make the most sense and when they should be implemented. Caltrans presented the preliminary findings of the study in terms of congested bottlenecks and potential causes of congestion along with a draft list of projects that will be used for performance evaluation to the CMA Board on January 23, 2006. The next steps are to identify complete corridor improvements and develop priorities and a sequencing plan using the microsimulation model.

Ardenwood Park & Ride Lot Project – This project will acquire a site near the Route 84 / Ardenwood Boulevard Interchange in Fremont to expand an existing park-and-ride lot, which is operating at capacity. The expansion is expected to provide over 100 new parking stalls for commuters. The project is funded solely by Regional Measure 2 (RM2). The CMA is co-sponsoring this project with AC Transit, and the CMA is taking the lead as the implementing agency. The environmental document for this project was approved in late 2005. An RFP for design services was issued in December, and the CMA is anticipating selection of a consultant in February. Right of way acquisition activities will occur concurrently.

BART to Silicon Valley (Silicon Valley Rapid Transit Corridor-SVRTC) – The Final EIR was complete in 2002. The EIS and Supplemental EIR, which includes modifications to the original project such as structural engineering options that provide cost saving options along the alignment, will began this past summer. The EIS and Supplemental EIR are expected to be complete in 2006.

Caldecott Tunnel 4<sup>th</sup> Bore - The Project Leadership Team (PLT), comprised of representatives from the ACCMA, CCTA and Caltrans continues to meet on a monthly basis to discuss the project development process for the project as well as a process for outreach to the public and other local agencies. Caltrans is finalizing the draft environmental document for release for public comment.

Community Based Transportation Plans – The consultant team and high school interns completed community outreach. The team is compiling the results of the community survey and working with the Project Team and TAC to develop a method to select and prioritize projects. After the TAC meeting, they will return to the West Oakland PAC and their Transportation and Trees and Outreach Committee for input on project priorities. Plans for East Oakland and Berkeley will begin this spring.

Dumbarton Rail Corridor – The consultants completed Phase 1 of the EIR/EIS process, focusing on alternatives analysis. Phase 2, which will analyze a limited number of rail alternatives and bus alternatives, will be complete June 2006. The Dumbarton Transit-Oriented Development Corridor Working Group met on December 14<sup>th</sup> to compare development plans at existing and future station sites along the corridor. The working group discussion determined that planned development in the corridor complies with land use requirements with Resolution 3434.

Dynamic Ridesharing – Forty-two participants are currently registered in the program, an increase of one since last month's report. Since program inception (November 15<sup>th</sup>, 2005), 323 ride match requests and 20 ride matches have been made. In the last month (January 10<sup>th</sup> through February 10<sup>th</sup>), there have been 154 ride-match requests and 12 ridesharing matches made. There would have been 8 additional matches made in the afternoon, but there has been some confusion among participants about where to meet their ridesharing partners. Information clarifying the program protocol for afternoon matches is being sent to the participants. The focus of the project now will be on building volume and registering as many people as possible. This is addressed under Agenda Item 6.3.6.

Grand/MacArthur Corridor Transit Enhancements - CMA and AC Transit are the joint sponsors of the Regional Express Bus Program that is funded by Regional Measure 2. The work is being coordinated with the City of Oakland and Caltrans. A component of this project is the transit enhancements along the Grand/MacArthur Corridor starting at Eastmont Mall and ending at Maritime for the Bay Bridge access. The current AC Transit line serving this corridor is called "NL" with final destination at the Transbay Terminal in San Francisco. This project includes a Transit Operations Analysis and design and construction of various traffic signal modifications along this corridor. In addition to the RM2 funds, there is also a \$205,000 TFCA grant to AC Transit for the installation of Transit Signal Priority components in the corridor. DKS Associates, the consultant for this project, has completed traffic engineering and transit analysis for the whole corridor with the system engineering analysis pending. The design activity for the seven intersection included in TFCA grant has started. Additional design activities are pending on options presented to the TAC by the consultant. The CMA has completed a community outreach effort which took input from the City Council districts, and will do outreach with community groups and property owners that may benefit from or be impacted by the proposed improvements. The construction is expected to start in mid 2006 for the seven intersections in the TFCA application, or in fall to include additional components for economy of scale.

Rapid Bus and SMART Corridor on International/Broadway/Telegraph - CMA staff is coordinating with AC Transit, the cities of Berkeley, Oakland, San Leandro, and Caltrans on the implementation of this new Rapid Bus Corridor. This Corridor starts at the Bayfair Center, in the City of San Leandro and includes portions of E. 14<sup>th</sup>/International Boulevard, Broadway, and Telegraph in the Cities of Oakland, and Berkeley. The length of this corridor is about 18 miles and is heavily used by transit riders. CMA staff has secured three separate TFCA grants totaling \$1.4 million to supplement Measure B funds provided to AC Transit by ACTIA as well as RM2 funds from MTC. This project has a very aggressive schedule and is being fast tracked to meet the June 26, 2006 deadline for the start of service by AC Transit. CMA is administering multiple procurement and construction contracts that are running concurrently to meet the aggressive schedule. Construction on Broadway is 95% complete. Construction for the Telegraph Avenue segment is about 60% complete. Construction on the E 14<sup>th</sup>/International segment is 30% complete. All contracts for the agency-furnished equipment have been executed and equipment is being delivered to the contractors. AC Transit has requested assistance from the CMA on construction of 20<sup>th</sup> Street/Uptown transit improvements as well as for the design and installation of additional Closed Circuit TV (CCTV) cameras at the end of all Rapid Bus lines as supplemental work. Most of this added work is scheduled to be complete by June 26, 2006. The CMA Board agenda in February includes the award of Uptown Transit Center on 20th Street



between Broadway and Telegraph. The low bid by NTK construction was \$1,590,918, which is about \$255,000 below the engineer's estimate of probable cost. Based on a request by AC Transit, the award is contingent upon issuance of a minor encroachment permit from the City of Oakland.

SMART Corridors Program – The CMA Board and West Contra Costa County Transportation Advisory Committee (WCCTAC) as well as the participating agencies have adopted the plan for the Operations and Management of the current system. AC Transit, Planning areas 1, 2, and 3 are providing their share of the funding plan for the Operations, Maintenance, and Management (O&M) of the system. Discussions continue with other partners on their contributions. A possible long term funding solution was lost with the Governor's veto of AB 1623 (Klehs). Staff will present a recommendation in the near future to preserve the investments previously made, being deployed, and proposed. A selection process for a maintenance contractor to assist the project stakeholders in maintaining field equipment has been completed. Republic Electric, Inc. was ranked the highest by the selection panel. The maintenance contractor will assist with maintaining field devices. The public website address for the SMART Corridors is: <http://www.smartcorridors.com>. CMA is working with emergency service providers on new incident management projects that have been funded with new grants and federal earmarks. CMA is also working with the City of Oakland to implement Transportation Management Centers (TMC) for the City and CMA for improved transportation Management. These efforts would also include improving the stability of the SMART Corridors network, which is beneficial to all participating agencies and public. MTC approved a grant application by CMA on behalf of all project partners along San Pablo corridors to optimize traffic signal timing plans for 115 intersections on San Pablo Avenue as well as many crossing arterial roadways connecting San Pablo Avenue with I-80.

San Pablo Avenue Corridor – The scope, schedule and implementation plan for completing the improvements to support the Rapid service have been approved by the policy committee. The CMA will be taking the lead in implementing approximately \$2.2 million in improvements funded through AC Transit and Measure B. The design of the improvements has started under the project name "San Pablo Rapid Bus Stop Improvements". The construction is expected to start in fall of 2006 and would be completed by March of 2007.

Route 84 HOV – Dumbarton Corridor - MTC allocated \$2 million in RM 2 funds to the CMA for the design of HOV improvements on Route 84 in the Dumbarton Corridor. Caltrans is nearing completion of the design of the extension of the Westbound HOV lane from Newark Blvd to I-880. CMA staff is coordinating with Caltrans to develop a strategy (both funding and management) for the construction of this project. Once a construction implementation plan is finalized, the project could go to construction in 2006.

Guaranteed Ride Home Program – The program was initiated in April 1998. One hundred and thirty five employers and 3,758 employees are registered in the program, and 1,005 rides have been taken, including 45 rental car rides in the countywide rental car program. The average cost per taxi trip is now \$80.97. The average trip length is 39.07 miles. The average trip distance for a rental car ride is 84 miles and the cost per rental car used is \$55. Using the rental car saves \$77 for each average 65-mile trip.

Transportation and Land Use Program (T Plus) – The Transit Oriented Development (TOD) technical consultant pool and TOD project fund monitoring program approved by the CMA Board are being initiated winter 2005-2006. The five TOD projects recommended by the Board for local Transportation for Livable Communities (TLC) funds were sent to MTC in January 2006 for inclusion in the 2006 STIP and TIP.

TravelChoice Program – See attached update on this program.

Countywide Bicycle Plan – The February 7<sup>th</sup> Bicycle Workshop was canceled. The next Bicycle Plan Update Workshop will be held March 7<sup>th</sup> before the ACTAC meeting. At this meeting, the group will discuss the financially constrained network and the prioritization process for determining high priority projects.

#### **Environmental Documents/General Plan Amendments Reviewed**

Since my last report, staff has reviewed three environmental documents, notices of preparation or general plan amendments. Responses were prepared for two of them, and are attached.

#### **CMA Board and Committee Meeting Dates**

Board meetings will be at 3:30 p.m. Plans & Programs Committee meetings will be at 10:30 a.m. in the CMA offices in Oakland unless otherwise noted. Administration & Legislation Committee meetings will be at 9:30 a.m. in the CMA offices in Oakland unless otherwise noted.

<u>CMA Board</u>	<u>Plans &amp; Programs</u>	<u>Administration &amp; Legislation</u>
March 30, 2006	March 13, 2006	March 13, 2006
April 27, 2006	April 10, 2006	April 10, 2006
May 25, 2006	May 8, 2006	May 8, 2006
June 22, 2006	June 12, 2006	June 12, 2006
July 27, 2006 (reschedule?)	July 10, 2006 (reschedule?)	July 10, 2006 (reschedule?)

#### **Voice Mail Numbers for Staff**

10	Myrna Portillo	17	Vicki Winn
11	Jean Hart	19	Christina Muller
12	Dennis Fay	21	Yvonne Chan
13	Diane Stark	22	Agnas Gooden
14	Cyrus Minoofar	24	Saravana Suthanthira
15	Matt Todd	27	Stefan Garcia
16	Frank Furger	36	Claudia Magadan



Alameda-Contra Costa Transit District

Rick Fernandez, General Manager

January 31, 2006

Executive Director Dennis Fay  
Alameda County Congestion Management Agency  
1333 Broadway, Suite 220  
Oakland, CA 94612

RECEIVED  
FEB 02 2006  
BY: \_\_\_\_\_

Dear Dennis,

In 2001, AC Transit secured \$8 million in state funding to support our hydrogen fuel cell development program. We have since leveraged these funds with additional federal, state, and regional grants, as well as private capital, to build a \$21 million program today. It is now recognized as one of the most comprehensive in the world, utilizing the most advanced hydrogen fuel cell technology with the most promise of realizing commercialization goals and establishing zero-emission fuel cell transit bus fleets worldwide.

I would like to invite you and the CMA Board to celebrate this achievement along with our partners, Chevron Corporation and United Technologies, at a **dedication ceremony in Oakland**, scheduled for **Monday, March 13, from 9:30 a.m. to 10:30 a.m.** The event will be followed by lunch, tours of our hydrogen facility, and "ride and drive" demonstrations featuring fuel cell cars and buses. We have invited the Secretaries of Transportation and Energy, Governor Schwarzenegger, members of our congressional and legislative delegations, and other local officials representing the 13 cities and two counties we serve in the East Bay.

We have accomplished a great deal since the inception of our program in 1999, thanks in large part to the strong political and financial support from our local and state elected officials. Today our quiet, powerful, zero-emission buses are picking up passengers in Oakland and other East Bay cities, and being fueled with pure hydrogen made on site utilizing the latest technology from Chevron. We are now in a very strong position to seek up to \$49 million in available federal grants to expand our program and take it to the next threshold of technology development and commercialization, allowing California to maintain its leadership role in environmentally sound transportation.

Please join us at 9:30 a.m., March 13, at our East Oakland Seminary Division, 1100 Seminary Avenue, in the formal unveiling of our program.

Although formal invitations will follow, my staff will be calling your office in advance to confirm your interest and availability in attending this milestone event. If you should have any questions in the meantime, please do not hesitate to ask your staff to contact our Director of Alternative Fuels Policy, Jaimie Levin, at (510) 891-7244, or via e-mail at [jlevin@actransit.org](mailto:jlevin@actransit.org).

Sincerely,

Rick Fernandez  
General Manager

Encl. *Imagine* flyer and Program Summary

## **Summary Description of AC Transit's Hydrogen Fuel Cell Development Program Oakland, California**

The AC Transit program has been under development for more than six years with investments from 28 partners representing the public and private sectors. The program is comprehensive in nature and uses technology with strong market potential, short term commercialization objectives, and high-visibility education and outreach.

The centerpieces of this program are four hybrid fuel cell buses (one of which AC Transit built for SunLine Transit in Palm Springs):

- Featuring UTC Power's 120 kW fuel cell system
- Featuring ISE Corporation's heavy-duty series hybrid drive
- Designed to be "plug and play" vehicles
- Designed for emergency mobile stationary power

The buses are:

- Powerful--Climbed 18% grades on San Francisco's Nob Hill
- Fast--Cruised at speeds of 65 mph to 70 mph
- Quiet--No noisy, fuel-consuming compressor required
- Efficient-- Delivered more than double the fuel efficiency of a comparable 40' diesel bus

The plug and play design allows us to easily upgrade systems within the 12 plus year life of the bus at a relatively low cost. They also have the potential to be used as 120 kW mobile stationary power sources in emergencies, to provide backup power to hospitals, schools, and senior centers – a whole new value proposition for the urban transit bus.

The AC Transit demonstration program provides added value to its partners by participating in the DOE Technology Validation Learning Demonstration program. Our site in Oakland consists of up to 10 Hyundai fuel cell cars, a small-scale Chevron natural gas steam reformer with the capacity of producing 150 kg of hydrogen daily, and two hydrogen electrolysis stations – one that produces 24 kg daily, and the other capable of producing 10 kg daily using solar-powered high-pressure electrolysis. The latter is scheduled to come on line in early 2007.

The bus and light-duty programs are being closely monitored and evaluated by the National Renewable Energy Laboratory, in order that we may share our performance data and results with the transit industry and extrapolate the findings to large-scale transit fleet applications.

The education component of the program is multi-faceted. AC Transit is working with the Lawrence Hall of Science at UC Berkeley and Schatz Energy Research Center at Humboldt State University, to develop hydrogen education programs for local officials, emergency personnel, the general public and high school students. The latter is a curriculum development program that will be used in local East Bay schools.

Finally, in a related project, AC Transit will be installing solar-powered systems at two of our maintenance facilities, generating more than a megawatt of power, in part, a result of the state rebate program and federal tax credits. Our first installation is planned for the facility that houses our primary hydrogen fueling and maintenance center.

---

**Subject: FW: Traffic congestion; Alameda County, Livermore Airport' FAA Grant of \$30 Million**

**Date:** Friday, February 3, 2006 10:42 AM

**From:** Dennis Fay <dfay@accma.ca.gov>

**To:** Dennis Fay <dfay@accma.ca.gov>

**Conversation:** Traffic congestion; Alameda County, Livermore Airport' FAA Grant of \$30 Million

**From:** jwkyle6@comcast.net [mailto:jwkyle6@comcast.net]

**Sent:** Wed 2/1/2006 9:35 AM

**To:** Christina Muller

**Subject:** FW: Traffic congestion; Alameda County, Livermore Airport' FAA Grant of \$30 Million

February 1, 2006

Ms. Muller, Please pass this to members of your board of directors via inclusion in next "packet"

----- Forwarded Message: -----

From: jwkyle6@comcast.net

To: dot.comments@dot.gov

Cc: desnillum@aol.com (Ed Mullin)

Subject: Traffic congestion; Alameda County, Livermore Airport' FAA Grant of \$30 Million

Date: Wed, 01 Feb 2006 17:12:56 +0000

February 1, 2006

To: Mr. Norman Y. Mineta;

Sir, in year 2001, the San Francisco Chronicle printed a story to the effect that FAA had spent



\$30 Million to acquire land at Livermore Ca. along and near west end of Livermore's airport, for announced purpose of restricting development type susceptible to noise and / or noise complaints which have adverse affect upon aviation operations.

Now it has come to my attention that City of Pleasanton, located immediately west of Airport and it's long runway (7R) is re-visiting it's general plan for the purpose of encouraging senior housing development and usual retail areas. Bad news!  
That area is under the flight opattern for runway use.

Livermore apparently seeks Auto-Mall situated upon it's area of interest. Tri-Valley area presently has much in way of retail auto sales opportunity and I strongly suspect the idea is highly flawed due to principle of diminishing return.

Compounding all this is Governor Arnold's desire, as revealed in still another SF Chronicle story, ( Page 1 of Business section E) on January 31, 2006, that he would build truck dedicated toll roads over Bay Area's worst choke point, the famous Altamont Pass ( of 1939-40 movie fame " They

Drive by Night")

A truck parking area of significant size is needed west of Altamont Pass so that Trucks may once again 'drive by night' thus making more efficient use of existing roads. It is my belief that the last opportunity for such is within the area purchased for \$30 million as reported by Chronicle.

To even consider a toll imposed upon Truck owners, already burdened with the 12% road use taxes, heavy annual registration and safety inspections etc,

Gov. Arnold now proposes private investment development of toll roads..... I'll be advising American Truck Association of that idea by direct mail.

What I would like to obtain from you is all detail of the FAA grants used in the fashion previously described above.

Are US DOT and FAA in touch with each other on matters of common interest?

John W. Kyle

22638 Teakwood Street

Hayward, Ca. 94541

(510) 782-7612

----- End of Forwarded Message

---

**Subject: FW: Correctionn to e- mail about Agenda item 5.2 Admin and Legislation meet orf 2-13-09**

**Date:** Wednesday, February 15, 2006 12:02 PM

**From:** Dennis Fay <dfay@accma.ca.gov>

**To:** Dennis Fay <dfay@accma.ca.gov>

**Conversation:** Correctionn to e- mail about Agenda item 5.2 Admin and Legislation meet orf 2-13-09

From: jwkyle6@comcast.net [mailto:jwkyle6@comcast.net]

Sent: Friday, February 10, 2006 9:49 AM

To: Christina Muller

Subject: FW: Correctionn to e- mail about Agenda item 5.2 Admin and Legislation meet orf 2-13-09

February 10, 2005

To correct spelling errors and obvious goof when I suggest truck stop east of of Altamont when I meant west of Altamont. A revised copy of this will soon follow.

----- Forwarded Message: -----

From: jwkyle6@comcast.net

To: mail@accma.ca.gov

Cc: rjohsonatangnewspapers.com

Subject: Agenda item 5.2 Admin and Legislation meet orf 2-13-09

Date: Fri, 10 Feb 2006 07:53:11 +0000

> February 9, 2006

>

> Attention: Administration and Legislation Ciommittee

> re: agenda item 5.2 on agenda of meeting to occur February 13th.

> I object to passage of the item on the basis of the idea that TRI-CITY area has not studied suggestion made in writings to Livermore City Council in recent past. A truck travel Center along El Charro, south of I-580 and West of Golf course is a viable thought. Pleasanton's Mayor Lockhart has not responded to copies of that letter or subsequent E-Mail suggestions yet Pleasanton is proceeding to revision of general plan affecting area within Alameda County jurisdiction. I assume annexation is contemplated. The inclusion of proposals to accomodate Senior Citizen Housing is a major conflict with gift by FAA totaling \$30 million to acquire land for purpose of restricting development sensitive to noise.

> Writings to Livermore and copies to Pleasantom included copy of article printed in SF Chronicle in early 2001 citing \$30 million in grants between 1988 and 2001 for purpose cited above and affecting land south of I-580 but west of

golf course and airport runways along El Charro Road. Article was written by staff member Michael Pena and mention of 253,000 (1999) as latest available annual; flight operations implies article was written in late 2000 or very early 2001.

> Flight operations at Livermore in year 2005 fell to just 170,487 operations which is just 60% of the peak occurring in 1993. In Hayward, the flight operations have fallen to 124,610, in 2005 which is the fourth successive year of new lows at Hayward. Hayward is at less than 30% of its peak year, assuming that you accept oral history from pilots. Hayward is at 49% of year 1990 the last year in which enjoyed runway length superior to that found at Livermore.

> If you are not aware flight operations are seriously affected by cost of fuel. Not to worry, aviation fingers are crossed and things will get back to 'normal' when fuel prices are reduced to what, \$ 35. per barrel of crude? The point being, airport certainly does not need hangar construction at area of interest.

> My writings to Livermore with copies to Pleasanton suggested strength and validity would result from serious study of the matter and an extension of invitations to operators of professionally operated truck travel centers. Lease the land out and dedicate the income to local roads after completion of Rte 84 overpass juncture with I-580 along a line congruent with Kitty Hawk Rd east of the airfield. What your agenda item seems to ignore is that fuel prices at high levels are here to stay. We will be lucky if the oil fields are not again set ablaze as result of cartoon attitudes.

> In forty (40) years, the use of public transit will be the backbone of employment if we assume Tele-commute is not too successful. Those of you surviving into the time of Altamont Pass improvements completion will suffer consequences.

> A truck Travel Center located South of the Fallon Rd / El Charro overpass above I-580 would see at least 1,000 truck movements per day at a point where such movement would not affect local streets and traffic thereon. Think 500 movements in and 500 out ! The affect would certainly improve trip times to motorists during commute hours if that is your goal.

> Consider that truck operators are paying \$3. per gallon of wasted diesel expended during periods of inch worm conditions along Altamont to or from I-238, I 580 and I-680.

> MTC identified a need for truck rest area along I-880 in 1999. As of this date not a single professionally operated truck stop exists within the entire area under administrative boundaries of MTC.

> Consider that truck drivers need a safe, secure truck parking area at which bodily needs can be met and regulations of US DOT can meet effort for compliance.

> They, the truck drivers need a place at which find decently prepared food, take showers, observe required rest periods and duck out of commute traffic



as a means of reducing their own costs of travel. Instead, of a location within MTC boundaries, they are found driving during evening peak hour traffic in attempt to reach such facilities where if they arrive late, lack of vacancy requires that they drive another 20 or 30 miles. In that effort to reach amenity servicing bodily needs at a safe location, they are seriously tempted to violate daily drive time restrictions or required rest regulations.

> Modern truck travel centers are frequently operated by meeting Mormon rules, ie. no smoking indoors or near trucks, no liquor consumption or sales on premises even in restaurants where religious prohibition against use of coffee is skirted by leasing the restaurant to others. No beer or wine with meals and the truckers love it to the point that they flock to these types. Many employers issue credit cards honored only at approved stops.

> Visit Petro's Truck Travel Center on I-5 a mile or two south of juncture with Rte 99 and about 3 miles north of Grapevine. Opened in July 1998 it pumped 1,700,000 gallons of diesel in its third year of operations. Synergism of that operation resulted in all that you see in the way of improvements on west side of I-5. Restaurant seats total 495 and in 2001 it was averaging 800 meals a day, 24 hours on each of 365 days. It is a great jumping off point at which truckers start their trip to Long Beach in early morning. A truck travel center where drivers can find amenity of retail shopping, showers, prescription service and over the counter items, laundry, land lines and computer rental as well as cab heaters that are available in modern facilities, thus obviating the need for illegal engine idling that typically uses a gallon of diesel per hour. These properties can be a source of serious revenue from sale taxes on fuel, tires etc.

> Most important, leasing of the land will generate income and obligate operator to provide improvements worthy of the site and opportunity for monopoly on such facility within MTC Area of concern. A serious count of jobs generated by such a facility is too high to be ignored.

> My daughter moved with her husband and children to Louisville Ky., in mid year 1992. I was familiar with Louisville to the extent that I spent a year in training with 3rd armored Division at Ft. Knox before overseas duty with that unit.

> In our first visit after about 18 months, a time which was allowed for family to settle in and become tour guides as well as congenial hosts. I had time to enjoy the Louisville Journal. Conversations with son-in-law and his friends suggested that no one should move there without possession of a local job before the move. I found that a bit odd as I had observed the tremendous numbers of housing units then under construction as well as the obvious improvements occurring in social and economic fabric of that once downtrodden City where the Ohio river had black and brown water emanating from Ohio and Pennsylvania's upstream industry.

> I began reading the want ads just out of curiosity, a habit picked up when appraising property in unfamiliar territory on behalf of my Bank

Employer. Ads for truck drivers willing to drive to west coast created imbalance in such advertising. Why?

> Phone calls found open freindly phone conversations with three employers. Are you aware that part of our problem here in California is that long haul drivers avoid west coast trips. Entanglement with our commute traffic costs them money in terms of time and fuel expense. They often ask for premium pay which employers are unable to meet. Independent truck drivers seek premium rates wjich add to our own cost of living, here in smogville!

> What annoys me most is the failure to properly utilize the gift from FAA. The land remains fallow ! I am annoyed by the idea that FAA extracted at least part of that money out of my wallet.

> If you want my vote on Arnold's bond issue... get smart examine the truck parking need before spending money on Altamont where fuel pricing issues will take employers over the hill.

> be aware that I have addressed advice offered about solutions such as trans-shipment of containers to Port of Stockton and or Sacramento.

> We need a truck stop along I-80 now at a point near City of San Pablo and we need one east of Altamont if we are to provide consumer goods to the anticipated population growth expressed in MTC's mobility iin 2030 publication.

>

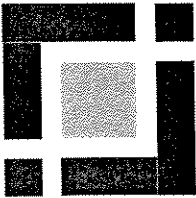
> John W. Kyle

> 22638 Teakwood Street

> Hayward, Ca. 94541

>

(510) 782 -7612



## Lynn M. Suter

and Associates

Government Relations

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February 16, 2006

TO: Dennis Fay, Executive Director  
Alameda County Congestion Management Agency

FR: Lynn M. Suter & Associates

RE: Legislative Update

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**More Hearings:** Earlier this week the Senate Transportation & Housing Committee held its final hearing on the Governor's Strategic Growth Plan for transportation. The hearing last Tuesday focused public-private partnerships. The primary focus was on the Governor's proposal to grant broad authority for building public and private toll facilities when the state has very little experience in this area. While there have been a couple success stories with toll facilities in California, the SR 91 project is routinely used as an example of why the state must remain cautious. It appears that expanding the use of toll facilities will likely be limited to a pilot project of a select few corridors.

**Infrastructure Bond Conference Committee:** With policy committees having completed their review of the SGP, the Conference Committee is scheduled to hold its initial meeting today. This initial meeting will be limited to an overview of the Governor's plan. The Committee consists of Senators Kevin Murray (Chair), Wes Chesbro, and Dennis Hollingsworth, and Assembly Members John Laird, Judy Chu, and Rick Keene.

**Assembly Republican Plan:** Yesterday the Assembly Republican Leader, Kevin McCarthy outlined a package of measures his caucus wants included in the infrastructure bond debate. While portions of this package are already included in the Governor's SGP, the package proposes to ease several environmental protection elements as a means of improving flood safety. The following is a brief overview of the package. Our office will follow-up with a more detailed review of the transportation related bills.

**ACA 27 (McCarthy)** This proposal would institute a "pay as you go" approach for infrastructure, setting aside a portion of the state budget each year for critical projects like highways, levees, and water delivery systems.

**ACA 4 (Plescia)** This Constitutional amendment would eliminate the ability of the Legislature and the governor to suspend the transfer of Prop 42 funds.

**AB 2028 (Huff)** This bill states the intent of the Legislature to fully restore all funds in the 2007-08 budget that have been diverted from Proposition 42 projects in recent years.

*AB 2025 (Niello)* This bill would authorize Caltrans to utilize design-build methods when building transportation projects across California.

*AB 2024 (Benoit)* This bill would repeal SB 1419 of 2002, which imposed requirements that school and community college districts must meet before contracting out for services.

*AB 2029 (Villines)* This bill would grant the Governor the authority to declare a state of emergency when federal or state flood control officials proclaim an area of the state is in danger of an imminent levee breach or flood threat.

*AB 2026 (Aghazarian)* This bill would require state officials to reexamine the standards for maintenance and operation of levees in the state.

*AB 2027 (LaMalfa)* This bill would partially exempt flood control projects from elements of CEQA. In particular it would exempt flood control projects from the “no net loss” of wildlife habitat requirement.

## Legislation

The following is a summary of measure introduced so far this year. The introduction deadline for new bills is February 24. If you have any questions or would like additional information about any of these measures, please give us a call.

Bill	Topic	Status	Client-Position
AB 1783 (Nunez) I-01/04/2006	Infrastructure financing.	01/05/2006-From printer. May be heard in committee February 4. (01/04/2006-A PRINT)	CMA-Watch
	NOTE: AB 1783 outlines Speaker Nunez’s transportation bond priorities. Unfortunately, the bill does not specify any dollar amounts. The funding categories are largely consistent with those found in Senator Perata SB 1024 and the Governor SGP. However, AB 1783 contains a specific category for urban mass transportation projects		
AB 1838 (Oropeza) I-01/10/2006	Transportation Bond Acts of 2006, 2008, and 2012: transportation contracting.	01/11/2006-From printer. May be heard in committee February 10. (01/10/2006-A PRINT)	CMA-Watch

	NOTE: AB 1838 contains the transportation components of the Governor's Strategic Growth Plan. The Governor plans includes \$12 billion in bonds for transportation projects, expanding the use of design-build and design sequencing contracting methods, and issuing \$14 billion in revenue bonds to be backed by the State Highway Account. This proposal also includes a new project selection process centralized within Caltrans that is not subject to SB 45, the north-south split, and county share formulas.		
AB 1939 (Bogh) I-02/01/2006	Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century: repeal.	02/02/2006-From printer. May be heard in committee March 4. (02/01/2006-A PRINT)	CMA-Watch
	NOTE: AB 1939 would repeal the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century that is currently on the November 7, 2006 ballot.		
AB 1974 (Walters) I-02/09/2006	High-occupancy vehicle lanes.	02/10/2006-From printer. May be heard in committee March 12. (02/09/2006-A PRINT)	CMA-Watch
	NOTE: This bill would allow any county board of supervisors to adopt a resolution to allow any vehicle to travel in an HOV lane as long as the resolution is consistent with the requirements of federal law.		
AB 2025 (Niello) I-02/14/2006	Design-build contracts.	02/14/2006-Read first time. To print. (02/14/2006-A PRINT)	CMA-Watch
	NOTE: This bill would authorize Caltrans to utilize design-build methods when building transportation projects across California.		
AB 2028 (Huff) I-02/14/2006	Transportation funding.	02/14/2006-Read first time. To print. (02/14/2006-A PRINT)	CMA-watch
	NOTE: This bill states the intent of the Legislature to fully restore all funds in the 2007-08 budget that have been diverted from Proposition 42 projects in recent years.		
SB 1161 (Alarcon) I-01/10/2006	State highways: design-sequencing contracts.	01/19/2006-To Com. on T & H. (01/19/2006-S T. & H.)	ACTA-Watch



NOTE: As part of the Governor SGP, SB 1161 would generally authorize the department to award contracts for projects using the design-sequencing contract method, if certain requirements are met. Currently, Caltrans may award design-sequencing projects on a limited pilot project basis only.			
SB 1165 (Dutton) I-01/10/2006	Transportation Bond Acts of 2006, 2008, and 2012: transportation contracting.	01/19/2006-To Coms. on T. & H. and E.Q. (01/19/2006-S T. & H.)	CMA-Watch
NOTE: SB 1165 is the Senate vehicle for implementing the Governor's Strategic Growth Plan.			
SB 1191 (Hollingsworth) I-01/23/2006	California Environmental Quality Act.	02/02/2006-To Com. on E.Q. (02/02/2006-S E.Q.)	ACTA-Watch
<p>NOTE: SB 1191 would make numerous changes to the California Environmental Quality Act (CEQA), with the intent of streamlining the environmental review process. However, based on a cursory review of this bill would make several controversial changes to the CEQA process. In summary the bill would make the following changes:</p> <ul style="list-style-type: none"> <li>• establish a short form environmental impact report, that a lead agency would be required to prepare if a project satisfies specified criteria related to housing;</li> <li>• specify the types of standards and methodologies a lead agency is required, or authorized, to apply in determining whether a project may have a significant effect on the environment;</li> <li>• specify certain situations that do not constitute a significant effect on the environment or do not require certain analysis;</li> <li>• specify, in certain circumstances, the baseline environmental setting from which a lead agency determines whether a project may have a significant effect on the environment;</li> <li>• change notice requirements, timelines, and definitions established by CEQA;</li> <li>• limit the issues a lead agency may consider in determining whether a project may have a significant effect on the environment;</li> <li>• limit the length of a draft environmental impact report;</li> <li>• revise provisions relating to legal challenges concerning CEQA</li> </ul>			

SB 1282 (Ducheny) I-02/14/2006	Transportation: federal funds: border infrastructure program.	02/14/2006-Introduced. Read first time. To Com. on RLS. for assignment. To print. (02/14/2006-S PRINT)	ACTA-Watch
	<p>NOTE: SB 1282 would require federal funds apportioned to the state under the coordinated border infrastructure program of SAFETEA-LU to be programmed, allocated, and expended in the same manner as other federal transportation funds in the state transportation improvement program, except that these federal funds would be exempt from distribution and fair share formulas.</p> <p>The bill would also authorize any nonfederal funds needed to match these federal funds to be programmed from any available source, with the concurrence of the regional transportation planning agency, and would require any state transportation improvement program funds used to provide the nonfederal match to be deducted from the county share of the applicable county.</p>		

**Senate Transportation & Housing Committee  
Transportation Project Selection Process  
February 7, 2006**

Testimony

Dennis R. Fay, Executive Director  
Alameda County Congestion Management Agency

Good afternoon. My name is Dennis Fay. I am the Executive Director of the Alameda County Congestion Management Agency. We are the transportation planning and programming organization for Alameda County.

The existing process for selecting projects for the State Transportation Improvement Program, or STIP, was established in 1997 by SB 45 (Kopp). Each of the nine Bay Area counties uses substantially the process I am about to describe for selecting STIP projects.

In Alameda County, we use our 25-year transportation plan as the guide for selecting candidate projects for each STIP cycle. This plan is updated every four years and represents the projects we believe will best improve the transportation system in the county. Both a draft and final plan are subject to public review and comment, with the final plan being our submittal to the Metropolitan Transportation Commission for the Regional Transportation Plan (RTP).

At the beginning of each STIP cycle we solicit candidate projects from sponsors based on the CTC's fund estimate. Candidate projects must be contained in our 25-year plan and the RTP. We typically receive projects whose cumulative dollar value exceeds available funding by several times. Projects are screened and selected for our financially-constrained, draft program of projects based on readiness and other factors.

Let me digress for a moment to link our process to the objectives of SB 45. My staff reviews each submittal to ascertain whether the project can be delivered during the STIP period and that the cost estimate is credible. Because we monitor the delivery of every project in the STIP, project sponsors are aware that poor information provided pre-STIP will haunt

them later. Key milestones for each STIP project are monitored and reported to my Board every quarter. Projects are classified as being in the green zone, yellow zone or red zone. Red zone projects receive the closest attention since deadlines are approaching. In addition, my Board has adopted a policy, sometimes referred to as "double jeopardy" which penalizes sponsors for any loss of funds to Alameda County due to a failure to adhere to timely use of funds requirements in State law. The combination of our due diligence in the early stages of developing the STIP submittal, continual monitoring and the "double jeopardy" policy fulfills key objectives of SB 45 by ensuring local accountability, delivering projects to the public in a timely manner and providing timely use of STIP resources.

Now back to the programming process. Our draft program of projects for the STIP is subject to public review and scrutiny. We work with sponsors to refine projects during this review period. A final program is then adopted at a public meeting and submitted to MTC for the Regional Transportation Improvement Program, or RTIP.

MTC then prepares a draft RTIP based on the submittals from the nine Bay Area counties. This draft is also subject to public review. The final RTIP is adopted at a public meeting and then forwarded to the CTC.

As you know, the CTC then prepares a draft STIP for public review based on the submissions from the regions and Caltrans. A final STIP is adopted prior to the beginning of the first year of the new STIP period.

I believe this very public process of selecting projects for the STIP, actively involving county transportation agencies, has increased accountability and resulted in the effective use of scarce STIP resources.

Prior to SB 45, final project costs would routinely be four or five times the original STIP cost estimate. In Alameda County, following the process outlined in SB 45, we no longer see such huge increases as we complete engineering and solicit construction bids. SB 45 has also encouraged local agencies to partner with Caltrans in the delivery of projects on the State Highway System. We have partnered with Caltrans on several projects,

using local resources to keep projects on schedule and taking on delivery when appropriate. Time is truly money.

I am pleased that both the Legislature and Governor have agreed that infrastructure investment is a top priority. Scarce STIP resources have limited our ability to deliver projects, particularly large projects. While I believe the existing STIP project selection process is sound, the bond proposals provide an opportunity to deal with large projects with region-wide or statewide benefits. Any process for selecting projects for the bond should honor the success of SB 45 while creating a chance for significant congestion relief projects to be fully funded. You will hear more on this matter later from Mike Zdon, Napa County Transportation Planning Agency, in the form of transportation investment principles developed by the Bay Area congestion management agency executive directors.

Thank you for the opportunity to share my views with you today.

# Copeland Lowery Jacquez Denton & White LLC

Specializing in Government Relations

## MEMORANDUM

**TO:** Dennis Fay, Jean Hart and Frank Furger  
ACCMA

**FROM:** Jim Copeland & Emily Bacque  
Copeland Lowery Jacquez Denton & White

**RE:** Washington, D.C. Update

**DATE:** February 6, 2006

---

The President's FY07 Budget was sent to Congress today – February 6, 2006. We hope to have an analysis of the Department of Transportation's proposed budget shortly.

### **FY07 Appropriations Overview**

The ongoing war on terror -- both overseas and domestic -- the disaster relief efforts in the Gulf States and the rise in the federal deficit will no doubt affect the FY07 budget and appropriations process. Congress will be facing a smaller budget in conjunction with a number of initiatives to limit federal spending and congressionally directed funding programs.

### ***Congressionally directed Federal program requests***

Steps are underway to curb Congressionally directed funding programs (earmarks) by reducing the number of earmarks in annual spending bills and making the appropriations process more open and transparent. The House and Senate are attempting to jointly embrace these efforts to:

- Sharply limit the number of Member project requests.
- Require increased accountability, disclosure and transparency by requiring that Member request letters be made public prior to Congressional consideration of each appropriations bill.
- Require that all project requests be submitted in writing to the appropriations subcommittee of jurisdiction via a Member-signed request letter or form.
- Establish clearly defined criteria for all project requests and require Members to specify how each project meets the criteria.
- Increase the proportion of projects that have a local dollar-matching requirement.

Numerous proposals to modify the Congressional earmarking process have been proposed in the wake of the Abramoff lobbying scandal and news headlines about projects like Alaska's "Bridges to Nowhere."

Following are a few of the current earmark overhaul proposals. We will continue to keep you apprised as these proposals are debated in the weeks ahead.

## Individual Proposals

- Appropriations Chairman Lewis — In an article written for Roll Call newspaper, Chairman Lewis proposes numerous changes he says will "further curb the appetite to spend by sharply reducing the number of earmarks in annual spending bills and making the appropriations process more open and transparent." Those changes include: Limiting the number of earmark requests each lawmaker may submit to Appropriations; require that all Member requests be made in writing, and require that those request letters be made public prior to House consideration of each spending bill; establish clearly defined criteria for all project requests, and require Members to specify how the project meets those criteria; move more towards earmarks that will also receive local matching funds; and require that all congressionally-earmarked projects go through a formal executive branch contracting and auditing process.
- Senator Trent Lott, R-MS, and Diane Feinstein, D-CA. — Have proposed creating a Senate point of order against any provision added to a conference report that wasn't in either the House-or Senate-passed bill. This point of order would apply to any provision added to a conference report (not just earmarks) and also to all legislation -- not just spending bills. Under the plan, the offending provision would be stripped out and the modified conference report sent to the House; it would not kill the entire measure. The point of order could be waived with 60 votes, however. The plan also requires that conference reports be posted on the Internet and available to the public for 24 hours before Senate consideration, and that lists of earmarks, their sponsors, and earmark justifications be included in those posted reports.
- Senator John McCain, R-AZ, and Representative Jeff Flake, R-AZ — Both Members have introduced bills (S 1495 and HR 1642) that would prohibit federal agencies from spending money on projects unless the funding earmarks were included in a law's statutory text. Earmarks listed only in House or Senate committee reports, or in a conference report statement of managers, could not receive federal funds.
  - Senator McCain is working with Senate GOP leaders to develop a lobbying reform package; its unknown whether that package will include any changes to the earmarking process.
  - Representative Flake, meanwhile, is opposing proposals to just disclose earmark sponsors. He says its important for earmarks to be included in the text of bills so that other lawmakers have an opportunity to strike the language.
- Newly elected Majority Leader Representative John A. Boehner, R-OH — Supports Representative Flake's proposal to require that earmarks be written directly in the statutory text of a bill. He has advocated "a ban on unauthorized earmarks for private entities that serve private interests at the expense of the public interest," calls for greater "transparency" in the earmarking process, and wants earmarks to be used more sparingly.

## **TravelChoice Program Update**

### **February 2006**

The TravelChoice Program kicked off mid-November after funding was secured from the Alameda County Congestion Management Authority (ACCMA) and Bay Area Air Quality Management District (BAAQMD) in October. The past two months have been spent getting the project rolling and organizing all of the necessary pieces to kick off a successful outreach campaign in April.

In addition to project sponsors ACCMA, AC Transit, BART, and the Transportation and Land Use Coalition (TALC), the Alameda County Public Health Department has also come on board to help with health and safety messaging for the walking and biking segment of the program. The project team, consisting of staff from all the partner agencies, has met twice and identified the key milestones, risks and needs to assure a successful execution.

Key Milestones include:

#### **Community Outreach Meetings**

Two 90-minute, community meetings were held on January 30 and 31 in Fruitvale and Alameda. The purpose of the meetings was to introduce local community stakeholders to the program as well as tap into their local knowledge to better inform our outreach efforts.

#### **Survey Subcontractor Hired**

Nelson|Nygaard has been hired to conduct the survey work for the pre-project and two post-project surveys. The survey will be a mailed one-day travel diary. It will be sent to the full list of households involved in the project as well as about 600 additional households in order to create a significant control group.

A test of the survey will begin at the beginning of February and the full pre-project mailing will begin mid-February. The first Alameda post-project survey mailing will take place in May. The first Fruitvale post-project survey mailing will be conducted in September. Final surveys in both areas will be conducted in May 2007, a year after the outreach was completed.

Nelson|Nygaard will handle the creation of the survey, mailing, collection of the data and analysis.

#### **Project Outreach**

After interviewing and receiving bids from six Telephone Outreach companies, TALC has identified Tactical Telesolutions (TTS), a SF-based telephone outreach company, to handle the phone outreach portion of TravelChoice. TTS does a lot of work for corporations (Sprint, etc.) but also has experience working for non-profits, handling all the phone outreach for AIDSWalk in 10 markets across the country.

A contract will be signed with TTS by mid-February and test calls will be made in mid-February to shake out the bugs in our outreach script as well as confirming our calling assumptions.

#### **Community Partners**

Local businesses are going to provide incentives for this project. The Park Street Business Association and Unity Council in Fruitvale have helped us identify potential affiliate partners, and the Alameda Marketplace has agreed to provide incentives in Alameda. We are already



## **TravelChoice Program Update**

### **February 2006**

working with Deep Roots Urban Tea House and World Cup Coffee in Fruitvale to provide incentives in Fruitvale.

BikeAlameda will be providing the program with Alameda bicycle maps and are working on setting up bicycle riding training dates during the outreach that can be offered to people who ask about "lessons." It is our hope that the East Bay Bicycle Coalition will be able to arrange similar trainings in Fruitvale.

#### **Educational Materials**

Materials for the project have been identified and they will cover the following subjects: AC Transit, BART, Biking, Walking, Ferries (Alameda only), Car/Vanpooling, local maps and possibly Paratransit (focusing on both information encouraging the use of fixed route options for appropriate users, as well as specific individualized paratransit services).

#### **Project Coordinator hired**

Josh Hart has been hired to fill the temporary project coordinator position that was included in the TravelChoice budget. Josh will began February 6<sup>th</sup> and oversees many of the day to day organizational duties for the project, including creation/collection of all the outreach materials.

#### **Contact List obtained**

Using two different sources, contact lists for the two project areas have been obtained and are currently being vetted. These lists will be used for both the surveys and the educational outreach. They rely on lists provided by both commercial data houses and phone company records (listed numbers only).

#### **Key Next Steps for February/March:**

- Travel surveys designed, mailed, and collected
- Educational materials in full production
- Outreach script finalized
- Outreach test conducted
- Hiring of part-time materials distributors
- Database design completed

The TravelChoice program has been moving forward very smoothly and successfully thanks to the work and dedication of the staff at all of our partner agencies. I want to thank specifically Aaron Previn and Victoria Wake at AC Transit, David Martindale at BART, Brooke Kuhn at the AC Public Health Dept. and Diane Stark at the ACCMA for all the time and energy that they have put into the project. Thanks also to Hoang Bahn at TALC for all the time and energy she spent in organizing the two successful community meetings.

For more information on the TravelChoice Program, please contact John Knox White at TALC (510-277-2089).



# ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185  
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

**AC Transit**  
Director  
Dolores Jaquez

February 9, 2006

**Alameda County**  
Supervisors  
Nate Milley  
Scott Haggerty  
Vice Chairperson

Ms. Deborah Diamond  
Emeryville General Plan Update  
City of Emeryville  
1333 Park Avenue  
Emeryville, CA 94608-3517

**City of Alameda**  
Mayor  
Beverly Johnson

**City of Albany**  
Councilmember  
Allan Maris

**BART**  
Director  
Thomas Blalock

**City of Berkeley**  
Councilmember  
Kris Worthington

**City of Dublin**  
Mayor  
Janet Lockhart

**City of Emeryville**  
Councilmember  
Nora Davis

**City of Fremont**  
Mayor  
Robert Wasserman

**City of Hayward**  
Mayor  
Roberta Cooper

**City of Livermore**  
Mayor  
Marshall Kamens

**City of Newark**  
Councilmember  
Paul H. B. Tong

**City of Oakland**  
Councilmember  
Larry Reid  
Chairperson

**City of Piedmont**  
Councilmember  
Jeff Wieler

**City of Pleasanton**  
Mayor  
Jennifer Hosterman

**City of San Leandro**  
Mayor  
Shelia Young

**City of Union City**  
Mayor  
Mark Green

**Executive Director**

**SUBJECT:** Comments on the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the City of Emeryville General Plan and Zoning Ordinance Update

Dear Ms. Diamond:

Thank you for the opportunity to comment on the City of Emeryville's Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the City's General Plan and Zoning Ordinance Update. The City's General Plan was last updated in 1993. The proposed update will contain goals and policies addressing eight topics: Land Use, Urban Design, Transportation, Noise, Conservation, Safety, Open Space and Sustainability. The Housing Element that was adopted in 2001 may be updated for consistency with the other updated elements, but a comprehensive update of the Housing Element is not proposed at this time.

The ACCMA respectfully submits the following comments:

- The Emeryville City Council adopted Resolution #92-152 on September 29, 1992 establishing guidelines for reviewing the impacts of local land use decisions consistent with the Alameda County Congestion Management Program (CMP). Based on our review of the NOP, the proposed project appears to generate at least 100 p.m. peak hour trips over existing conditions. If this is the case, the CMP Land Use Analysis Program requires the City to conduct a traffic analysis of the project using the Countywide Transportation Demand Model for projection years 2010 and 2025 conditions. Please note the following paragraph as it discusses the responsibility for modeling.
  - The CMA Board amended the CMP on March 26<sup>th</sup>, 1998 so that local jurisdictions are now responsible for conducting the model runs themselves or through a consultant. The City has a signed Countywide Model Agreement with the ACCMA on January 12, 1999. The Countywide model, updated recently incorporating ABAG's revisions to the employment data for Projections 2002, is available to the

local jurisdictions for this purpose. However, before the model can be released to you or your consultant, a letter must be submitted to the ACCMA requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request.

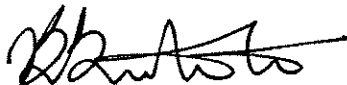
- Potential impacts of the project on the Metropolitan Transportation System (MTS) need to be addressed. (See 2005 CMP Figures E-2 and E-3 and Figure 2). The DEIR should address all potential impacts of the project on the MTS roadway and transit systems. These include I-580, SR 24, I-980, I-80, San Pablo Avenue, Ashby Avenue, Powell Street, Martin Luther King Way, West Frontage Road, West MacArthur Boulevard, and Adeline Street as well as BART and AC Transit. Potential impacts of the project must be addressed for 2010 and 2025 conditions.
  - Please note that the ACCMA does not have a policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see chapter 6 of 2005 CMP for more information).
  - In addition, the adopted 2005 CMP requires using 1985 Highway Capacity Manual for freeway capacity standards.
- The adequacy of any project mitigation measures should be discussed. On February 25, 1993 the CMA Board adopted three criteria for evaluating the adequacy of DEIR project mitigation measures:
  - Project mitigation measures must be adequate to sustain CMP service standards for roadways and transit;
  - Project mitigation measures must be fully funded to be considered adequate;
  - Project mitigation measures that rely on state or federal funds directed by or influenced by the CMA must be consistent with the project funding priorities established in the Capital Improvement Program (CIP) section of the CMP or the Regional Transportation Plan (RTP).The DEIR should include a discussion on the adequacy of proposed mitigation measures relative to these criteria. In particular, the DEIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and what would be the effect on LOS if only the funded portions of these projects were assumed to be built prior to project completion.
- Potential impacts of the project on CMP transit levels of service must be analyzed. (See 2005 CMP, Chapter 4). Transit service standards are 15-30 minute headways for bus service and 3.75-15 minute headways for BART during peak hours. The DEIR should address the issue of transit funding as a mitigation measure in the context of the CMA's policies as discussed above.
- The DEIR should also consider demand-related strategies that are designed to reduce the need for new roadway facilities over the long term and to make the most efficient use of existing facilities (see 2005 CMP, Chapter 5). The DEIR should consider the use

of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Site Design Guidelines Checklist may be useful during the review of the development proposal. A copy of the checklist is enclosed.

- The Alameda Countywide Bicycle Plan is currently being updated. If the proposed project includes any bike facilities that are not fully funded locally, they should be incorporated into the new Countywide Bicycle Plan in order to be eligible to apply for any state or federal funding.
- For projects adjacent to state roadway facilities, the analysis should address noise impacts of the project. If the analysis finds an impact, then mitigation measures (i.e., soundwalls) should be incorporated as part of the conditions of approval of the proposed project. It should not be assumed that federal or state funding is available.

Thank you for the opportunity to comment on this Notice of Preparation. Please do not hesitate to contact me at 510/836-2560 ext. 24 if you require additional information.

Sincerely,



Saravana Suthanthira  
Associate Transportation Planner

cc: file: CMP - Environmental Review Opinions - Responses - 2006

Design Strategies Checklist  
for the  
Transportation Demand Management Element  
of the  
Alameda County CMP

The Transportation Demand Management Element included in the 1995 Congestion Management Program requires each jurisdiction to comply with the "Required Program". This requirement can be satisfied in three ways: 1) adoption of "Design Strategies for encouraging alternatives to auto use through local development review" prepared by ABAG and the Bay Area Quality Management District; 2) adoption of new design guidelines that meet the individual needs of the local jurisdictions and the intent of the goals of the TDM Element or 3) evidence that existing policies and programs meet the intent of the goals of the TDM Element.

For those jurisdictions who have chosen to satisfy this requirement by Option 2 or 3 the following checklist has been prepared. In order to insure consistency and equity throughout the County, this checklist identifies the components of a design strategy that should be included in a local program to meet the minimum CMP conformity requirements. The required components are highlighted in bold type and are shown at the beginning of each section. A jurisdiction must answer Yes to each of the required components to be considered consistent with the CMP. Each jurisdiction will be asked to annually certify that it is complying with the TDM Element. Local jurisdictions will not be asked to submit the back-up information to the CMA justifying its response; however it should be available at the request of the public or neighboring jurisdictions.

Questions regarding optional program components are also included. You are encouraged but not required to answer these questions. ACTAC and the TDM Task Force felt that it might be useful to include additional strategies that could be considered for implementation by each jurisdiction.

## CHECKLIST

### Bicycle Facilities

---

Goal: To develop and implement design strategies that foster the development of a countywide bicycle program that incorporates a wide range of bicycle facilities to reduce vehicle trips and promote bicycle use for commuting, shopping and school activities. (Note: an example of facilities are bike paths, lanes or racks.)

Note: Bold type face indicates those components that must be included the "Required Program" in order to be found in compliance with the Congestion Management Program.

Local Responsibilities:

1a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that include the following:

1a.1 provides a system of bicycle facilities that connect residential and/or non-residential development to other major activity centers?

Yes No

1a.2 bicycle facilities that provide access to transit?

Yes No

1a.3 that provide for construction of bicycle facilities needed to fill gaps, (i.e. gap closure), not provided through the development review process?

Yes No

1a.4 that consider bicycle safety such as safe crossing of busy arterials or along bike trails?

Yes No

1a.5 that provide for bicycle storage and bicycle parking for (A) multi-family residential and/or (B) non-residential developments?

Yes No

1b. How does your jurisdiction implement these strategies? Please identify.

Zoning ordinance

Design Review

Standard Conditions of Approval

Capital Improvement Program

Specific Plan

Other

**Pedestrian Facilities**

Goal: To develop and implement design strategies that reduce vehicle trips and foster walking for commuting, shopping and school activities.

Local Responsibilities

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2a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that incorporate the following:

2a.1 that provides reasonably direct, convenient, accessible and safe pedestrian connections to major activity centers, transit stops or hubs parks/open space and other pedestrian facilities?

Yes No

Note: Bold type face indicates those components that must be included the "Required Program" in order to be found in compliance with the Congestion Management Program.

2a.2 that provide for construction of pedestrian paths needed to fill gaps, ( i.e. gap closure), not provided through the development process?

Yes No

2a.3 that include safety elements such as convenient crossing at arterials?

Yes No

2a.4 that provide for amenities such as lighting, street trees, trash receptacles that promote walking?

Yes No

2a.5 that encourage uses on the first floor that are pedestrian oriented, entrances that are conveniently accessible from the sidewalk or transit stops or other strategies that promote pedestrian activities in commercial areas?

Yes No

2b. How does your jurisdiction implement these strategies? Please identify.

Zoning ordinance

Design Review, such as ADA Accessibility Design Standards

Standard Conditions of Approval

Capital Improvement Program

Specific Plan

Other

## Transit

Goal: To develop and implement design strategies in cooperation with the appropriate transit agencies that reduce vehicle trips and foster the use of transit for commuting, shopping and school activities.

### Local Responsibilities

3a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that include the following:

3a.1 provide for the location of transit stops that minimize access time, facilitate intermodal transfers, and promote reasonably direct, accessible, convenient and safe connections to residential uses and major activity centers?

Yes No

3a.2 provide for transit stops that have shelters or benches, trash receptacles, street trees or other street furniture that promote transit use?

Yes No

3a.3 that includes a process for including transit operators in development review?

Yes No

3a.4 provide for directional signage for transit stations and/or stops?

Yes No

3a.5 that include specifications for pavement width, bus pads or pavement structure, length of bus stops, and turning radii that accommodates bus transit?

Yes No

3.b How does your jurisdiction implement these strategies? Please identify.

Zoning ordinance

Design Review

Standard Conditions of Approval

Capital Improvement Program

Specific Plan

Other

### **Carpools and Vanpools**

Goal: To develop and implement design strategies that reduce the overall number of vehicle trips and foster carpool and vanpool use.

Local Responsibilities:

4a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that include the following:

4a.1 For publicly owned parking garages or lots, are there preferential parking spaces and/or charges for carpools or vanpools?

Yes No

4a.2 that provide for convenient or preferential parking for carpools and vanpools in non-residential developments?

Yes No

Note: Bold type face indicates those components that must be included the "Required Program" in order to be found in compliance with the Congestion Management Program.



4.b How does your jurisdiction implement these strategies? Please identify.

Zoning ordinance  
Design Review  
Standard Conditions of Approval  
Capital Improvement Program  
Specific Plan  
Other

### **Park and Ride**

Goal: To develop design strategies that reduce the overall number of vehicle trips and provide park and ride lots at strategic locations.

Local Responsibilities:

5a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that include the following:

5a.1 promote park and ride lots that are located near freeways or major transit hubs?

Yes No

5a.2 a process that provides input to Caltrans to insure HOV by-pass at metered freeway ramps?

Yes No

5b. How does your jurisdiction implement these strategies? Please identify.

Zoning ordinance  
Design Review  
Standard Conditions of Approval  
Capital Improvement Program  
Specific Plan  
Other



# ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

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E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

**AC Translt**

Director  
Dolores Jaquez

**Alameda County**

Supervisors  
Nate Miley  
Scott Haggerty  
Vice Chairperson

**City of Alameda**

Mayor  
Beverly Johnson

**City of Albany**

Councilmember  
Allan Maris

**BART**

Director  
Thomas Blalock

**City of Berkeley**

Councilmember  
Kris Worthington

**City of Dublin**

Mayor  
Janet Lockhart

**City of Emeryville**

Councilmember  
Nora Davis

**City of Fremont**

Mayor  
Robert Wasserman

**City of Hayward**

Mayor  
Roberta Cooper

**City of Livermore**

Mayor  
Marshall Kamena

**City of Newark**

Councilmember  
Paul H. B. Tong

**City of Oakland**

Councilmember  
Larry Reid  
Chairperson

**City of Piedmont**

Councilmember  
Jeff Wieler

**City of Pleasanton**

Mayor  
Jennifer Hosterman

**City of San Leandro**

Mayor  
Sheila Young

**City of Union City**

Mayor  
Mark Green

Executive Director

January 26, 2006

Ms. Janice Stern

Planning and Community Development Department

200 Old Bernal Avenue

P O Box 520

Pleasanton, CA 94566-0802

**SUBJECT:** Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Pleasanton General Plan Update

Dear Ms. Stern:

Thank you for the opportunity to comment on the City of Pleasanton's Notice of Preparation of a Draft Environmental Impact Report for the City's General Plan Update. The City's General Plan was last comprehensively revised in 1996. The 1996 General Plan contains eleven elements: Land Use, Circulation, Housing, Public Safety, Public Facilities and Community Programs, Conservation and Open Space, Noise, Air Quality, Community Character, Economic and Fiscal Element and Subregional Planning. With the exception of the Housing Element, all of the elements in the 1996 General Plan will be part of the current update along with a newly proposed Energy Element. The Housing Element was updated in 2003 and remains current, and therefore will not be analyzed in this EIR.

The ACCMA respectfully submits the following comments:

- The City of Pleasanton adopted Resolution 92-135 on July 7, 1992 establishing guidelines for reviewing the impacts of local land use decisions consistent with the Alameda County Congestion Management Program (CMP). Based on our review of the NOP and the land uses that are being considered, the proposed project appears to generate at least 100 p.m. peak hour trips over existing conditions. If this is the case, the CMP Land Use Analysis Program requires the City to conduct a traffic analysis of the project using the Countywide Transportation Demand Model for Year 2010 and 2025 conditions. Please note the following paragraphs as they discuss the responsibility for modeling.
- The CMA Board amended the CMP on March 26<sup>th</sup>, 1998 so that the local jurisdictions are now responsible for conducting the model runs themselves or through a consultant. The Countywide model is available to the local jurisdictions for this purpose. The City of Pleasanton has a signed Countywide Model Agreement with the ACCMA dated December 19, 1999. Before the model can be used for this project, a letter must be

- submitted to the ACCMA requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request.
- If the City chooses to use an alternative model other than the Alameda Countywide Model for traffic impact analysis, then for the purposes of the CMP Land Use Analysis Program, it should be demonstrated that the selected model output traffic volumes are conservative compared with the Alameda Countywide Model, with regard to the MTS roadways that are required to be analyzed. This comparison should be included in the environmental document.
  - Potential impacts of the project on the Metropolitan Transportation System (MTS) need to be addressed. (See 2005 CMP Figures E-2 and E-3 and Figure 2). The DEIR should address all potential impacts of the project on the MTS roadway and transit systems. These include I-580, I-680, SR 84, Bernal Avenue, Foothill Road, Sunol Boulevard, Stanley Boulevard, Hopyard Road, Santa Rita Road, Las Positas Blvd., Stone Ridge Drive, Foothill Road, San Ramon Road, Dublin Blvd., Dougherty Road, Tassajara Road as well as BART and LAVTA. Potential impacts of the project must be addressed for 2010 and 2025 conditions.
    - Please note that the ACCMA does not have a policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see chapter 6 of 2005 CMP for more information).
    - In addition, the adopted 2005 CMP requires using 1985 Highway Capacity Manual for freeway capacity standards.
  - Potential impacts of the project on CMP transit levels of service must be analyzed. (See 2005 CMP, Chapter 4). Transit service standard for BART is 3.75-15 minute headways during peak hours. The DEIR should address the issue of transit funding as a mitigation measure in the context of the CMA's policies as discussed below.
  - The adequacy of any project mitigation measures should be discussed. The CMA Board adopted three criteria for evaluating the adequacy of DEIR project mitigation measures:
    - Project mitigation measures must be adequate to sustain CMP service standards for roadways and transit;
    - Project mitigation measures must be fully funded to be considered adequate;
    - Project mitigation measures that rely on state or federal funds directed by or influenced by the CMA must be consistent with the project funding priorities established in the Capital Improvement Program (CIP) section of the CMP or the Regional Transportation Plan (RTP).The DEIR should discuss the adequacy of proposed mitigation measures relative to these criteria. In particular, the DEIR should detail when the proposed roadway or transit route improvements are expected to be completed, how they will be funded, and what would be the effect on LOS if only the funded portions of these projects were assumed to be built prior to project completion.
  - The DEIR should also consider demand-related strategies that are designed to reduce the need for new roadway facilities over the long term and to make the most efficient use of existing facilities (see 2005 CMP, Chapter 5). The DEIR could consider the use of (Travel

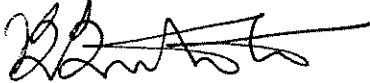
Ms. Janice Stern  
January 26, 2006  
Page 3

Demand Management) TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. Street layout and design strategies would foster pedestrian and bicycle connections and transit-friendly site design should also be considered.

- For projects adjacent to state roadway facilities, the analysis should address noise impacts of the project. If the analysis finds an impact, then mitigation measures (i.e., soundwalls) should be incorporated as part of the conditions of approval of the proposed project. It should not be assumed that federal or state funding is available.

Thank you for the opportunity to comment on this Notice of Preparation. Please do not hesitate to contact me at 510/836-2560 ext. 24 if you require additional information.

Sincerely,



Saravana Suthanthira  
Associate Transportation Planner

cc: file: CMP - Environmental Review Opinions - Responses - 2005

**CMA BOARD  
MINUTES OF JANUARY 26, 2006 MEETING  
Oakland, California**

Chair Reid convened the meeting of the CMA Board at 3:30 p.m.

**1.0 ROLL CALL**

Muller conducted roll call to confirm a quorum. The Roll Call Roster is attached.

**2.0 PLEDGE OF ALLEGIANCE**

**3.0 PUBLIC COMMENT**

There were no public comments.

**4.0 CHAIR'S/VICE-CHAIR'S REPORT**

**4.1 Resolution of Appreciation for Nora Davis, City of Emeryville**

Chair Reid presented the Resolution of Appreciation for Nora Davis, City of Emeryville and expressed his sincere appreciation for dedication and years of service on the CMA Board. A motion was made by Atkins to approve the Resolution of Appreciation (06-01) for Nora Davis; a second was made by Worthington. The motion passed unanimously.

**5.0 EXECUTIVE DIRECTOR'S REPORT**

Fay reviewed the Executive Directors Report and noted that the 2006 CMA Board retreat is scheduled for February 10, 2006 at the Martinelli Conference Center in Livermore. He then noted that the February Committee meetings were scheduled for Monday, February 13, which is a holiday for some cities. The Board agreed to maintain the existing schedule.

Fay introduced the CMA's Sacramento Representative Steve Wallach who reviewed the Governor's Strategic Growth Plan and Senator Perata's SB 1024. After discussion, a motion was made by Haggerty to support several suggested interim advocacy points related to an infrastructure bond. A friendly amendment was made by Worthington to include the repayment of loans of Proposition 42 transportation funds. Haggerty accepted the friendly amendment. The advocacy points are: 1) Provide a reward or give preference to self help counties, 2) Repay loans of Proposition 42 transportation funds, and 3) Increase transportation revenues through a gas tax increase. A second was made by Green. The motion passed unanimously.

Fay also reported that the I-680 Smart Lane JPA met for the first time on January 9, 2006.

**6.0 CONSENT CALENDAR**

- 6.1 Meeting Minutes December 22, 2005**
- 6.2 Financial Reports: December 2005**
- 6.3 Plans & Programs Committee**
  - 6.3.1 Transportation Fund for Clean Air (TFCA) Program: Quarterly at Risk Report**
- 6.4 Administration & Legislation Committee**
  - 6.4.1 Retiree Health Benefits**
  - 6.4.2 Draft FY 2006-2007 Work Program**
  - 6.4.3 Community Based Transportation Plans: East Oakland and Berkeley**
  - 6.4.4 2006 LOS Monitoring Data Collection and Data Entry**

A motion was made by Copper to approve the Consent Calendar; a second was made by Worthington. The motion passed unanimously.

**7.0 PLANS & PROGRAMS COMMITTEE REPORTS**

**7.1 Federal Surface Transportation Program (STP): Draft Cycle 3 Local Streets and Roads Rehabilitation Program**

Todd reviewed the Federal Surface Transportation Program (STP): Draft Cycle 3 Local Streets and Roads Rehabilitation Program. A motion was made by Haggerty to approve the draft program of projects for the Cycle 3 Local Streets and Roads rehabilitation program; a second was made by Blalock. The motion passed unanimously.

**8.0 ADMINISTRATION & LEGISLATION  
COMMITTEE REPORTS (no items this month)**

There were no reports.

**9.0 CALTRANS I-880 CORRIDOR SYSTEM MANAGEMENT STUDY**

Caltrans' consultant provided a presentation on the I-880 Corridor System Management Study.

**10.0 OTHER BUSINESS**

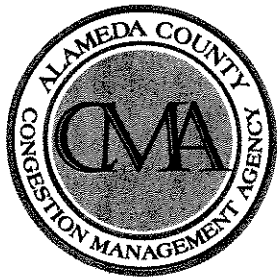
There were no reports.

**11.0 ADJOURNMENT**

Chair Reid adjourned the meeting until *Thursday, February 23, 2006 at 3:30 p.m.*

Attest By:

  
Christina Muller, Board Secretary



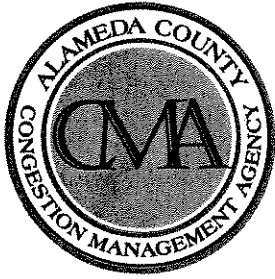
# ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185  
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

## CMA BOARD MEETING ROSTER OF MEETING ATTENDANCE JANUARY 26, 2006 CMA Board Room, Oakland, California

CMA BOARD MEMBERS	Initials	ALTERNATES	Initials
Larry Reid, Chair – City of Oakland	<i>[Signature]</i>	N/A	
Scott Haggerty, Vice Chair – Alameda County Supervisor	<i>[Signature]</i>	N/A	
Dolores Jaquez – AC Transit	<i>[Signature]</i>	Dennis Hayashi– AC Transit	
Tom Blalock - BART	<i>[Signature]</i>	Zoyd Luce, BART	
Nate Miley – Alameda County Supervisor	<i>[Signature]</i>	N/A	
Beverly Johnson – City of Alameda		Frank Matarrese, City of Alameda	
Allan Maris, City of Albany		Farid Javandel, City of Albany	<i>[Signature]</i>
Kriss Worthington – City of Berkeley	<i>[Signature]</i>	Tom Bates - City of Berkeley	
Janet Lockhart, City of Dublin		Kasie Hildenbrand, City of Dublin	
Ruth Atkin – City of Emeryville	<i>RA</i>	Ken Bukowski – City of Emeryville	
Robert Wasserman – City of Fremont		Dominic Dutra – City of Fremont	
Robertta Cooper – City of Hayward	<i>[Signature]</i>	Olden Hensen - City of Hayward	
Marshall Kamena – City of Livermore		Marjorie Leider – City of Livermore	<i>MRL</i>
Luis Freitas – City of Newark	<i>[Signature]</i>	Ana Apodaca – City of Newark	
Jeff Wieler – City of Piedmont	<i>[Signature]</i>	Dean Barbieri – City of Piedmont	
Jennifer Hosterman – City of Pleasanton		Matt Sullivan – City of Pleasanton	
Shelia Young – City of San Leandro		Orval Badger – City of San Leandro	<i>[Signature]</i>
Mark Green – City of Union City	<i>[Signature]</i>	Manual Fernandez – City of Union City	

CMA STAFF	
Dennis Fay, Executive Director	<i>[Signature]</i>
Frank Furger, Deputy Director	<i>[Signature]</i>
Jean Hart, Deputy Director	<i>[Signature]</i>
Cyrus Minoofar, Principal Trans. Engineer	<i>CM</i>
Matt Todd, Senior Trans Engineer	<i>M.T.</i>
Diane Stark, Senior Trans Planner	<i>[Signature]</i>
Saravana Suthanthira, Assoc Trans Planner	<i>[Signature]</i>
Yvonne Chan, Accounting Manager	<i>[Signature]</i>
Christina Muller, Office Mgr, Board Secretary	<i>[Signature]</i>
Zack Wasserman, Wendel, Rosen, Black & Dean	
Neal Parish, Wendel, Rosen, Black & Dean	<i>AP</i>
Stefan Garcia, Principal Trans Engineer	<i>[Signature]</i>



ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

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CMA BOARD

JANUARY 26, 2006

ROSTER OF MEETING ATTENDANCE

CMA OFFICES  
OAKLAND, CALIFORNIA

	NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1.	Steve Wallach	Alameda County		
2.	Steve Wallach	LMSA	(916) 442-0412	WALLACH@LMSA.COM
3.	Bob Vinn	Livermore	925 960 4516	bvinn@ci.livermore.ca.us
4.	Joanne Parker	BART	510-287-4795	jparker@bart.gov
5.	Dawn Argula	Ala. Co. SOS #1	510-272-6691	dawn.argula@accga.org
6.	Jacki Taylor	AccMA Project Monitoring	510-836-2560	ProjectMonitoring2@accma.ca.gov
7.	Pat Mossburg	Oak/Larry Reid	238-7513	pmossburg@oaklandnet.com
8.	Tina Spencer	ACTransit	510.891.4754	tspencer@actransit.org
9.	TAREK HATATA	SHG	415-395-7000	tarek.hatata@sysmctgroup.com
10.	Julie Gum	Caltrans Ops	916-286-4579	JGUM@DOT.CA.GOV
11.	JOHN WOLF	" "	916 6542627	john.wolf@dot.ca.gov
12.	AL ARANA	Caltrans	916-653-5827	al.arana@dot.ca.gov
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**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY**  
**TOTAL REVENUE & EXPENDITURE REPORT**  
**January 2006**

*February 23, 2006*  
*Agenda Item 6.2*

Project Description	Period to Date Actual	Year to Date Actual	Year to Date Budget	% Used	Budget Variance
Fees - City of Alameda	4,314	17,258	22,946	75.21%	5,689
Fees - City of Oakland	31,639	94,916	126,201	75.21%	31,286
Fees - City of Piedmont	855	2,565	3,410	75.22%	845
Fees - City of Pleasanton	5,154	15,464	20,517	75.37%	5,053
Fees - City of San Leandro	6,255	18,766	24,914	75.32%	6,148
Fees - City of Union City	5,399	16,498	21,537	76.60%	5,039
Fees - Alameda County	79,586	238,758	320,669	74.46%	81,911
Fees - City of Albany	1,289	3,866	5,140	75.20%	1,275
Fees - City of Berkeley	8,030	24,089	32,028	75.21%	7,940
Fees - City of Dublin	2,942	8,826	10,884	81.09%	2,058
Fees - City of Emeryville	589	1,766	2,308	76.49%	543
Fees - City of Fremont	16,049	48,148	63,993	75.24%	15,845
Fees - City of Hayward	11,109	33,327	44,312	75.21%	10,985
Fees - City of Livermore	6,032	18,094	23,897	75.72%	5,803
Fees - City of Newark	3,374	10,123	13,460	75.21%	3,337
Revenue - Program	2,181,355	11,665,700	41,808,440	27.90%	30,142,740
Revenue - Interest	2,277	13,545	20,000	67.73%	6,455
Revenue - Miscellaneous	1,818	12,908	20,000	64.54%	7,092
<b>Total Revenue</b>	<b>\$ 2,368,066</b>	<b>\$ 12,244,614</b>	<b>\$ 42,584,656</b>	<b>28.75%</b>	<b>\$ 30,340,042</b>
Salaries and Wages	103,438	727,003	1,130,000	64.34%	402,997
Payroll Taxes	5,382	14,587	35,000	41.68%	20,413
Employee Benefits	17,507	208,296	508,500	40.96%	300,204
Workers Comp	1,540	10,839	25,000	43.36%	14,161
Payroll Services	457	3,525	5,000	70.50%	1,475
Office Supplies	2,554	16,401	40,000	41.00%	23,599
Office Expenses	1,098	22,959	35,000	65.60%	12,041
Computer Support	774	13,434	40,000	33.59%	26,566
Website Services	-	2,605	15,000	17.36%	12,396
Office Space	27,028	168,344	290,000	58.05%	121,656
Business Insurance	-	8,093	10,000	80.93%	1,907
Prof Services - Legal	18,279	31,273	97,000	32.24%	65,727
Prof Services - Audit/Acctg.	-	28,953	60,000	48.26%	31,047
Accounting Software Support	-	-	4,100	0.00%	4,100
Temporary Employee	2,355	23,180	20,000	115.90%	(3,180)
Interest Expenses	-	10,934	30,000	36.45%	19,066
Dues and Subscriptions	-	1,796	3,000	59.86%	1,204
Postage/Delivery	1,000	6,067	20,000	30.34%	13,933
Reproduction	1,013	3,321	5,000	66.43%	1,679
Advertising	-	3,343	5,000	66.87%	1,657
Telephone Expenses	733	9,251	12,000	77.09%	2,749
Equipment Lease	1,789	12,768	20,000	63.84%	7,232
Meeting Food/Meals	138	2,363	5,000	47.27%	2,637
Misc. Expenses	920	1,947	3,000	64.89%	1,053
Transportation	1,046	7,975	20,000	39.88%	12,025
Travel	-	5,703	20,000	28.52%	14,297
Training	150	8,714	10,000	87.14%	1,286
Special Events	-	3,443	25,000	13.77%	21,557
EDAB Membership	-	5,000	5,000	100.00%	-
Total Project Expenditures	1,859,643	10,261,937	39,355,926	26.07%	29,093,989
Consultants: On Call	-	12,695	30,000	42.32%	17,305
Office Furniture/Equipment	3,408	22,888	40,000	57.22%	17,112
Building Improvements	-	2,875	5,000	57.50%	2,125
DBE	2,018	31,586	40,000	78.96%	8,414
Legislative Advocacy	8,200	52,849	97,500	54.20%	44,651
Board Meeting Per Diems	3,400	18,900	40,000	47.25%	21,100
<b>Total Expenditure</b>	<b>\$ 2,063,870</b>	<b>\$ 11,765,847</b>	<b>\$ 42,106,026</b>	<b>27.94%</b>	<b>\$ 30,340,179</b>
Reserved Fund (Altamont Commuter Exp.)	38,329	287,864	243,704	118.12%	(44,160)
<b>Excess Revenue over (under) Expenditures</b>	<b>\$ 265,866</b>	<b>\$ 190,902</b>	<b>\$ 234,926</b>	<b>81.26%</b>	<b>44,024</b>

**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY**  
**PROJECT REVENUE REPORT**  
**January 2006**

Project Description	Period to Date Revenue	Year to Date Revenue	Year to Date Budget	% Used	Budget Variance
TEA 21 Planning Support	151,005	313,458	460,000	68.14%	146,542
Transportation & Land Use	28,253	61,913	150,000	41.28%	88,087
Countywide Bicycle MTC	-	-	20,000	0.00%	20,000
Community Based Transportation	-	-	60,000	0.00%	60,000
<b>Subtotal MTC</b>	<b>\$ 179,258</b>	<b>\$ 375,371</b>	<b>\$ 690,000</b>	<b>54.40%</b>	<b>\$ 314,629</b>
Route 84 HOV On-Ramp	3,933	9,768	459,000	2.13%	449,232
Route 84 Hov Extension	5,426	11,740	4,283,000	0.27%	4,271,260
I-880 Grand Ave. Signal	56,851	208,520	1,750,000	11.92%	1,541,480
Rt. 84 Ardenwood Park	5,599	34,690	1,590,000	2.18%	1,555,310
I-880 N Safety Improvem	121,407	162,471	746,000	21.78%	583,529
I-580 EB HOV	27,585	984,466	4,500,000	21.88%	3,515,534
I-580 WB HOV & I-680	0	0	1,300,000	0.00%	1,300,000
<b>Subtotal MTC-RM2</b>	<b>\$ 220,800</b>	<b>\$ 1,411,655</b>	<b>\$ 14,628,000</b>	<b>9.65%</b>	<b>\$ 13,216,345</b>
Altamont Commuter Express Operating Cost	184,700	1,312,383	2,000,000	65.62%	687,617
Capital Improvement on ACE	-	-	500,000	0.00%	308,115
I-680 Smart PE/ENV (Phase 2)	-	191,885	475,000	40.40%	427,072
I-680 Smart PS&E (Phase 3)	-	47,928	246,000	19.48%	246,000
Countywide Bicycle Plan	-	-	30,000	0.00%	30,000
<b>Subtotal ACTIA</b>	<b>\$ 184,700</b>	<b>\$ 1,552,197</b>	<b>\$ 3,251,000</b>	<b>47.75%</b>	<b>\$ 1,698,804</b>
CMAQ: SMART Corridor O & M (Contra Costa)	-	222,943	300,000	74.31%	77,057
CMAQ: SMART Corridor O & M (Alameda)	-	272,880	300,000	90.96%	27,120
East Bay SMART Corridors Incident Management	-	100,000	116,410	0.00%	16,410
I-680 Sound Wall Construction	-	1,646,451	2,950,000	55.81%	1,303,549
I-680 North and Southbound Design	-	67,452	880,000	7.67%	812,548
I-580 HOV EIR & Project Report	-	370,808	1,295,634	28.62%	924,826
I-580/Tri-Valley Triangle Analysis	-	126,316	137,500	91.87%	11,184
I-680 Smart PSR	-	66,523	762,000	8.73%	695,477
I-680 Smart Lane VPPP	222,653	222,653	658,000	33.84%	435,347
STIP Project Monitoring	-	110,000	110,000	100.00%	-
Dynamic Ridesharing & Fair Lane	11,589	106,274	148,000	71.81%	41,726
<b>Subtotal Caltrans</b>	<b>\$ 234,243</b>	<b>\$ 3,312,301</b>	<b>\$ 7,657,544</b>	<b>43.26%</b>	<b>\$ 4,345,243</b>
Guaranteed Ride Home Program	-	49,717	137,000	36.29%	87,283
TFCA Administration	-	39,612	96,000	41.26%	56,388
East 14th/Int'l Blvd.-Transit Signal Priority (phase2&4)	402,242	402,242	350,000	114.93%	(52,242)
<b>Subtotal TFCA Program</b>	<b>\$ 402,242</b>	<b>\$ 491,571</b>	<b>\$ 583,000</b>	<b>84.32%</b>	<b>\$ 91,429</b>
Project Monitoring & Oversight	37,688	37,688	300,000	12.56%	262,312
I-680 North & Southbound Design	12,509	12,509	218,000	5.74%	205,491
I-680 Soundwall	-	-	540,000	0.00%	540,000
ACCMA 2004 Countywide Model Update	-	66,873	200,000	33.44%	133,127
Tri-Valley Triangle Analysis	-	130,392	137,500	94.83%	7,108
Fair Lane & Dynamic Ridesharing	9,915	9,915	25,700	38.58%	15,785
East Bay SMART Corridors Incident Management	-	-	10,000	0.00%	10,000
SMART Corridors - Intel Project	-	1,204,724	3,218,000	37.44%	2,013,276
CMA TIP Administration	-	60,864	119,696	50.85%	58,832
<b>Subtotal CMA TIP</b>	<b>\$ 60,112</b>	<b>\$ 1,522,965</b>	<b>\$ 4,768,896</b>	<b>31.94%</b>	<b>\$ 3,245,931</b>
East 14th / Int'l Blvd -Transit Signal Priority ( Phase 3)	-	210,016	350,000	60.00%	139,984
Telegraph Transit Signal Priority	-	-	273,000	0.00%	273,000
<b>Subtotal TFCA Regional</b>	<b>\$ -</b>	<b>\$ 210,016</b>	<b>\$ 623,000</b>	<b>33.71%</b>	<b>\$ 412,984</b>
Traffic Signal Upgrades (Broadway)	-	-	455,000	0.00%	455,000
INTEL Project (AC Transit: Measure B + RM2)	900,000	2,734,048	8,870,000	30.82%	6,135,952
Grand Ave (TFCA)	-	-	205,000	0.00%	205,000
<b>Subtotal AC Transit</b>	<b>\$ 900,000</b>	<b>\$ 2,734,048</b>	<b>\$ 9,530,000</b>	<b>28.69%</b>	<b>\$ 6,795,952</b>
Tri-Valley Triangle Analysis	-	-	71,000	0.00%	71,000
West CAT AVL	-	55,577	6,000	926.28%	(49,577)
<b>Subtotal Others</b>	<b>\$ -</b>	<b>\$ 55,577</b>	<b>\$ 77,000</b>	<b>72.18%</b>	<b>\$ 21,423</b>
<b>TOTAL REVENUE</b>	<b>\$ 2,181,355</b>	<b>\$ 11,665,700</b>	<b>\$ 41,808,440</b>	<b>27.90%</b>	<b>\$ 30,142,740</b>

**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY  
PROJECT EXPENDITURE REPORT  
January 2006**

Project Description	Period to Date Expenses	Year to Date Expenses	Year to Date Budget	% Used	Budget Variance
Funding & Programming	-	20,071	65,000	30.88%	44,929
Countywide Transportation Plan	-	5,981	25,000	23.93%	19,019
CMA Travel Model Support	-	-	15,000	0.00%	15,000
Dynamic Ride Share	-	550	-	0.00%	(550)
Congestion Mgmt Prog.	3,505	18,859	25,000	75.44%	6,141
Transportation & Land Use	42	1,359	25,000	5.43%	23,641
Countywide Bicycle MTC	2,940	17,746	20,000	88.73%	2,254
Community Based Transportation	5,922	27,394	60,000	0.00%	32,606
<b>Subtotal MTC</b>	<b>\$ 12,408</b>	<b>\$ 91,961</b>	<b>\$ 235,000</b>	<b>39.13%</b>	<b>\$ 143,039</b>
Rt. 84 Dumbarton HOV On-Ramp	-	2,300	446,000	0.52%	443,700
Rt. 84 Dumbarton HOV Extension	740	3,525	4,270,000	0.08%	4,266,475
Grand Ave. Signal Modification	1,110	162,476	1,750,000	9.28%	1,587,524
Rt. 84/Ardenwood Park & Ride	15,167	51,308	1,449,000	3.54%	1,397,692
I-880 North Safety Improvements	3,157	133,951	746,000	17.96%	612,049
I-580 EB HOV Design	25,484	693,393	4,200,000	16.51%	3,506,607
I-580 WB HOV & I-680 Connector	25,160	81,095	1,220,000	6.65%	1,138,905
<b>Subtotal MTC-RM2</b>	<b>\$ 70,818</b>	<b>\$ 1,128,048</b>	<b>\$ 14,081,000</b>	<b>8.01%</b>	<b>\$ 12,952,952</b>
Altamont Commuter Express Operating Cost	146,371	1,024,519	1,756,296	58.33%	731,777
Capital Improvement on ACE	-	-	500,000	0.00%	500,000
I-680 Smart PE/ENV (Phase 2)	18,835	178,771	460,000	38.86%	281,229
I-680 Smart PS&E (Phase 3)	-	5,312	180,000	2.95%	174,688
Central Alameda County Fwy	5,280	8,720	-	0.00%	(8,720)
Countywide Bicycle Plan	4,748	16,127	30,000	53.76%	13,873
<b>Subtotal ACTIA</b>	<b>\$ 175,234</b>	<b>\$ 1,233,449</b>	<b>\$ 2,926,296</b>	<b>42.15%</b>	<b>\$ 1,692,847</b>
CMAQ: SMART Corridor O & M (Contra Costa)	33,393	191,198	300,000	63.73%	108,802
CMAQ: SMART Corridor O & M (Alameda)	-	299,741	300,000	99.91%	259
East Bay SMART Corridors Incident Management	-	73,092	112,000	65.26%	38,908
I-680 Sound Wall Construction	192,641	1,820,548	2,950,000	61.71%	1,129,452
I-680 North and Southbound Design	-	7,717	810,000	0.95%	802,283
I-580 HOV EIR & Project Report	29,629	400,460	1,195,634	33.49%	795,174
I-580/Tri-Valley Triangle Analysis	33,226	159,541	137,500	116.03%	(22,041)
I-680 Smart PSR	-	-	690,000	0.00%	690,000
I-680 Smart Lane VPPP	199,739	199,739	570,000	0.00%	370,261
STIP Project Monitoring	-	73,092	50,000	146.18%	(23,092)
Dynamic Ridesharing	3,570	63,000	148,000	42.57%	85,000
<b>Subtotal Caltrans</b>	<b>\$ 492,197</b>	<b>\$ 3,288,128</b>	<b>\$ 7,263,134</b>	<b>45.27%</b>	<b>\$ 3,975,006</b>
Guaranteed Ride Home Program	5,538	34,696	125,000	27.76%	90,304
TFCA Administration	-	24,358	50,000	48.72%	25,642
East 14th/Int'l Blvd.-Transit Signal Priority (phase2&4)	-	-	334,000	0.00%	334,000
<b>Subtotal TFCA Program</b>	<b>\$ 5,538</b>	<b>\$ 59,054</b>	<b>\$ 509,000</b>	<b>11.60%</b>	<b>\$ 449,946</b>
Project Monitoring & Oversight	-	12,431	237,600	5.23%	225,169
I-680 North & Southbound Design	-	3,136	200,000	1.57%	196,864
I-680 Soundwall	-	168,842	540,000	31.27%	371,158
ACCMA 2004 Countywide Model Update	29,667	109,289	200,000	54.64%	90,711
Tri-Valley Triangle Analysis	33,226	158,619	137,500	115.36%	(21,119)
Travel Choice	1,247	1,247	-	0.00%	(1,247)
Dynamic Ridesharing	-	-	25,700	0.00%	25,700
East Bay SMART Corridors Incident Management	5,911	16,882	10,000	168.82%	(6,882)
SMART Corridors - Intel Project	-	1,134,991	3,118,000	36.40%	1,983,009
CMA TIP Administration	330	48,046	54,696	87.84%	6,650
<b>Subtotal CMA TIP</b>	<b>\$ 70,380</b>	<b>\$ 1,653,484</b>	<b>\$ 4,523,496</b>	<b>\$ 0</b>	<b>\$ 2,870,012</b>
East 14th/Int'l Blvd -Transit Signal Priority ( Phase 3)	-	8,090	334,000	2.42%	325,910
Telegraph Transit Signal Priority	-	-	265,000	0.00%	265,000
<b>Subtotal TFCA Regional</b>	<b>\$ -</b>	<b>\$ 8,090</b>	<b>\$ 599,000</b>	<b>1.35%</b>	<b>\$ 590,910</b>
Traffic Signal Upgrades (Broadway)	148,436	148,436	442,000	33.58%	293,564
INTEL Project (AC Transit: Measure B + RM2)	893,535	2,724,389	8,495,000	32.07%	5,770,611
Grand Ave (TFCA)	-	-	205,000	0.00%	205,000
<b>Subtotal AC Transit</b>	<b>\$ 1,041,971</b>	<b>\$ 2,872,825</b>	<b>\$ 9,142,000</b>	<b>31.42%</b>	<b>\$ 6,269,175</b>
Tri-Valley Triangle Analysis	-	-	71,000	0.00%	71,000
West CAT AVL	-	-	6,000	0.00%	6,000
<b>Subtotal Others</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 77,000</b>	<b>0.00%</b>	<b>\$ 77,000</b>
<b>TOTAL PROJECT EXPENDITURES</b>	<b>\$ 1,859,643</b>	<b>\$ 10,261,937</b>	<b>\$ 39,355,926</b>	<b>26.07%</b>	<b>\$ 29,093,989</b>

**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY  
TRANSPORTATION FUND FOR CLEAN AIR  
FOR THE MONTH ENDING JANUARY 31, 2006**

<b>FISCAL YEAR</b>	<b>PREVIOUS BALANCE</b>	<b>CURRENT MONTH</b>	<b>PROGRAM BALANCE</b>
Unexpended Funds as of June 30, 2000 (per BAAQMD audited statement)	\$ 6,313,045	\$	6,313,045
FY 00/01 REVENUE	1,812,278		1,812,278
FY 01/02 REVENUE	1,861,637		1,861,637
FY 02/03 REVENUE	1,856,267		1,856,267
FY 03/04 REVENUE	1,770,510		1,770,510
FY 04/05 REVENUE	1,838,222		1,838,222
FY 05/06 REVENUE	-	-	-
Interest Income 00/01	341,255		341,255
Interest Income 01/02	133,243		133,243
Interest Income 02/03	69,491		69,491
Interest Income 03/04	47,004		47,004
Interest Income 04/05	43,736		43,736
Interest Income 05/06	47,876	9,640	57,516
FY 00/01 EXPENDITURES	(793,624)		(793,624)
FY 01/02 EXPENDITURES	(3,815,028)		(3,815,028)
FY 02/03 EXPENDITURES	(2,700,791)		(2,700,791)
FY 03/04 EXPENDITURES	(2,787,984)		(2,787,984)
FY 04/05 EXPENDITURES	(2,709,598)		(2,709,598)
<b>FY 05/06 EXPENDITURES:</b>			
City of Alameda - G	-	-	-
City of Albany - G	-	-	-
City of Berkeley - G	(25,349)	-	(25,349)
City of Dublin - G	-	-	-
City of Emeryville - G	-	-	-
City of Fremont - G	-	-	-
City of Hayward - G	-	(104,237)	(104,237)
City of Oakland - G	(86,986)	-	(86,986)
City of Pleasanton - G	-	-	-
City of Piedmont - G	-	-	-
City of San Leandro - G	-	-	-
City of Livermore - G	(6,731)	-	(6,731)
City of Newark - G	-	-	-
City of Union City - G	-	-	-
County of Alameda - G	-	-	-
Discretionary:			
AC Transit	-	-	-
ACCMA - SMART Corr.	-	-	-
LAVTA	-	-	-
CMA Administrative Cost	(67,887)	(33,840)	(101,727)
CMA Guaranteed Ride Home	(36,306)	(15,671)	(51,977)
City of Oakland	-	-	-
Misc. Expenses	-	-	-
<b>BALANCE AS OF JAN. 31, 2006</b>	<b>\$ 3,104,280</b>	<b>\$ (144,108)</b>	<b>\$ 2,960,172</b>

This is not an audited statement. Prior year revenues and disbursements are provided for information only.

**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY  
EXCHANGE PROGRAM  
FOR THE MONTH ENDING JANUARY 31, 2006**

FISCAL YEAR	PREVIOUS BALANCE	CURRENT MONTH	PROGRAM BALANCE
FY 01/02 REVENUE	\$ 23,204,398		\$ 23,204,398
FY 02/03 REVENUE	10,880,691		10,880,691
FY 03/04 REVENUE	3,009,558		3,009,558
FY 04/05 REVENUE	1,236,204		1,236,204
FY 05/06 REVENUE	4,000,000	558,000	4,558,000
Interest Income 01/02	279,794		279,794
Interest Income 02/03	576,242		576,242
Interest Income 03/04	485,961		485,961
Interest Income 04/05	586,222		586,222
Interest Income 05/06	341,728	93,333	435,061
FY 01/02 EXPENDITURES	(1,140,453)		(1,140,453)
FY 02/03 EXPENDITURES	(654,945)		(654,945)
FY 03/04 EXPENDITURES	(8,696,250)		(8,696,250)
FY 04/05 EXPENDITURES	(3,955,062)		(3,955,062)
FY 05/06 EXPENDITURES:			
Alameda County CMA	(286,506)	(1,255,182)	(1,541,688)
City of Dublin	-	-	-
City of San Leandro	-	-	-
City of Berkeley	(199,990)	-	(199,990)
Union City	(134,422)	-	(134,422)
AC Transit	-	-	-
City Car Share	(3,442)	-	(3,442)
BART	(42,642)	-	(42,642)
Misc. Expenses	(308)	(10)	(318)
BALANCE AS OF JAN. 31, 2006	<u>\$ 29,486,778</u>	<u>\$ (603,859)</u>	<u>\$ 28,882,920</u>

This is not an audited statement. Prior year revenues and disbursements are provided for information only.

Quarterly Investment Report for the Quarter Ended 12/31/05

Summary of ACCMA Investment Holdings as of 12/31/05

Security Type	Issuer	Credit Rating	Yield to Maturity	Purchase Date	Maturity Date	Price	Yield at Maturity
1. Discount Note	FHLMC	AAA	4.70%	12/01/05	11/01/06	\$4,999,209	\$215,791
2. Corp. Security	Bank of America	Aa3/A+	3.87%	9/06/05	03/15/06	1,823,976	36,474
3. Corp. Security	Texas Instruments	Aa3/A+	3.90%	09/06/05	08/09/06	1,210,260	18,732
4. Comm. Paper	Gen. Elec. C.C.	A 1+/P1	3.80%	2/01/06	03/06/06	2,993,118	56,883
5. Comm. Paper	Gen. Elec. C.C.	A 1+/P1	3.80%	9/06/05	03/07/06	2,943,739	56,261
Subtotal Investments (at cost)						13,970,302	\$384,141
						82,471	
6. Gov't Money Market Fund						13,506,711	
7. Local Agency Investment Fund (LAIF)						<u>13,506,711</u>	
Total Investment Holdings						<u>\$27,559,484</u>	

  
 Yvonne Chan, Auditor/Treasurer

2/15/06  
 Date



ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185  
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

**Memorandum**

*February 23, 2006  
Agenda Item 6.3.1*

**Date:** February 14, 2006  
**To:** CMA Board  
**From:** Plans and Programs Committee  
**Subject:** Lifeline Program

**Action Requested**

It is requested that the Board: 1) approve Alameda County's Lifeline criteria, 2) approve weighting of Lifeline criteria, and 3) approve minimum and maximum grant amounts. Alameda County's Lifeline Transportation Program budget includes approximately \$1.1 million in Congestion Mitigation Air Quality Improvement (CMAQ) funds, \$2 million in State Transit Assistance (STA) funds, and an estimated \$1.8 million in JARC funds. With MTC's current estimate of JARC funds for Alameda County, a total of \$4.9 million will be available. The purpose of the Lifeline Transportation Program (LTP) is to fund projects that result in improved mobility for low-income residents.

**Next Steps**

A Call for Projects will be issued on March 1, 2006. Projects submittals will be due April 28<sup>th</sup>. A draft list of recommended projects will be presented to the Board in June 2006 with a final list to the Board in July 2006. Approved projects will be submitted to MTC.

**Discussion:**

MTC has designated the CMA and ACTIA to administer the three-year funding cycle for the Lifeline Transportation Program. The Program addresses transportation needs of low income people in areas that have developed a Community Based Transportation Plan, Welfare to Work Plan or other documented assessment of needs. MTC will allocate approximately \$3.1 million in Alameda County over three years from STA (\$2 million) and CMAQ (\$1.1 million). The total JARC funds for the Bay area are \$7,964,535. MTC has provided Alameda County a preliminary estimate of \$1.8 million available in JARC funds. The actual amount is pending concurrence from FTA. The Boards of CMA and ACTIA approved joint administration of the program in June 2005, with CMA administering capital projects and ACTIA administering operating and programs projects.

### County Recommended Additions to MTC's Guidelines

MTC approved Lifeline Transportation Fund program guidelines on April 27, 2005. MTC's guidelines state, "Standard evaluation criteria will be jointly developed by MTC and CMA (or other countywide administering agency) staff for use in selecting projects. Additional criteria may be added to the county program but should not replace or supplant the regional criteria. MTC staff will review the proposed county program criteria to ensure consistency and to facilitate coordination among county programs."

The guidelines allow the flexibility of determining the weighting of the criteria, as well as the minimum and maximum grant amounts.

As co-sponsors of the Alameda County Lifeline Transportation Program, CMA and ACTIA, together with representatives from low income communities, transit operators, social services, and cities, developed the following recommendations:

### MTC's Criteria (Adopted by MTC 2005)

MTC's required criteria are:

- project need/stated goals and objectives;
- implementation plan;
- project budget/sustainability (sustainable beyond the grant period);
- coordination and program outreach, and
- program and cost effectiveness.

### Additional Recommended Criteria

Three additional criteria are recommended for Alameda County applications:

- Demand – the project serves a high concentration of "communities of concern" (defined in MTC's Equity Analysis as populations living at less than twice the federal poverty level)
- Outside Funding - Project has secured funding from other sources to meet the minimum match requirements
- Project Readiness – Projects are fully funded, have community and local agency support, and resolved foreseeable implementation issues

### Weighting of Criteria

ACTAC recommends that the following weighting be used during the scoring process:

#### **CRITERIA WEIGHTS**

Project need/goals	20
Implementation Plan	10
Budget/Sustainability	10
Coordination/Outreach	15
Program Cost/Effectiveness	10
Demand	20
Outside Funding	5
Project Readiness	10
<b>TOTAL</b>	<b>100</b>



### Minimum & Maximum Grant Amounts

A minimum funding amount for grant awards of \$150,000 and a maximum award of half of the MTC budget for the Alameda County Lifeline program. These were suggested so that a project would not be smaller than \$50,000/year and that no one project receives more than half of the total program funding.

### Schedule

MTC has established a schedule for programming the Lifeline funds as follows:

February 14, 2006	Pre-proposal workshop (combined Alameda County & Contra Costa County)
March 1, 2006	Call for Projects
March 15, 2006	Workshop for Applicants
<b><i>April 28, 2006</i></b>	<b><i>Application Deadline</i></b>
May 24, 2006	Projects reviewed by staff and review team
June 2006	Preliminary Projects to CMA & ACTIA committees and Boards
June 2006	Deadline to submit Resolution(s) to County and/or ACTIA
July 2006	Project List to CMA & ACTIA Boards
August 2006	ACCMA & ACTIA submit recommended projects to MTC
September 2006	Draft Funding Agreements
October 2006	TIP amended for JARC and CMAQ projects, Final Program Approved by ACCMA & ACTIA Boards, and Funding Agreements Executed
December 2006	Funding available. Sponsor must meet state requirements.

### Projects Eligible for Consideration

The program has been established to fund projects that result in improved mobility for low-income residents of Alameda County. Low income residents are defined by the Metropolitan Transportation Commission (MTC) in their Equity Analysis of the Transportation 2030 Report as those areas with 30% of the population living at less than twice the federal poverty level, which is approximately \$34,000 annual income for a family of four. MTC's list of low income communities in Alameda County is based on a survey of Traffic Analysis Zones (TAZs). CMA recognizes that there are pockets of poverty in Alameda County that are smaller than a TAZ, such as portions of Livermore and Albany. These areas may also be eligible to compete for Lifeline Transportation Funds provided the applicants submit data demonstrating that they meet MTC's poverty criteria.

Low income communities eligible for Lifeline Transportation Funds, therefore, include:

- South Hayward, Ashland and Cherryland areas of unincorporated Alameda County,
- South and West Berkeley,
- West Oakland, and
- East Oakland and portions of Alameda.
- Other areas that meet MTC's poverty criteria and submit data with the application demonstrating that they meet the criteria.

### Workshop Results

A pre-proposal workshop co-sponsored by MTC, CMA, ACTIA, and CCCTA was held February 14, 2006. At the workshop, potential project sponsors learned about the program, met to collaborate on projects and potential inter-jurisdictional projects were discussed. Some of the workshop attendees suggested that Alameda County consider not programming all the funds for the three-year program at once or delaying the issuance of the Call for Projects to allow more time for communities to complete Community Based Transportation Plans.

MTC has recommended and seven of the nine counties have agreed to issue a Call for Projects in March 2006. If Alameda County decides to issue the Call for Projects later, then funds will be available in 2007 instead of 2006. Also, for counties that issue a Call for Projects later, there may be less flexibility to match the three fund sources with the selected projects. Furthermore, if funds are not programmed in 2006, another Call for Projects would be required in 2007. MTC will issue a Call for Projects for the next Lifeline Transportation Program in two years (2008/09). This will coincide with the last year of the current program. It would take a considerable amount of staff resources to have two separate application process for a limited amount of available funding.

Projects are eligible to compete for Lifeline Transportation Funds if they are in a completed CBTP or if they have been identified in a Welfare to Work Plan or other documented assessment of needs that has included a collaborative planning process with the community and stakeholders. Alameda County has completed one CBTP in Central County (unincorporated Ashland and Cherryland and South Hayward) in 2004, is completing the W. Oakland CBTP spring 2006 and plans to initiate the last two plans for E. Oakland and South and W. Berkeley in 2006.

Staff recommends that projects be solicited in March 2006 for all three program years.

Another workshop about the application process will be held in mid-March.

### Funding Match Requirement

MTC Guidelines and the fund requirements require a minimum 20% match from the project sponsor and 50% match for JARC-funded auto-loan projects.



February 14, 2006

Board Agenda Item 6.3.2  
Mtg Date: February 23, 2006

Frank R. Furger, Deputy Director  
Alameda County Congestion Management Agency  
1333 Broadway Suite 220  
Oakland, CA 94612

**Subject: Quarterly Project Monitoring Report  
Federally funded – Locally Sponsored Projects – Alameda County  
Draft At Risk Report – January 2006**

Dear Mr. Furger:

Enclosed is the Draft Federal At Risk Report dated January 2006. The Report is intended to identify activities required to comply with the project delivery requirements set forth in MTC's Resolution 3606 related to projects funded with STP and CMAQ funds. There are 23 locally sponsored federally funded projects segregated by "zone." Red zone projects are considered at a relatively high risk of non-compliance with the provisions of Resolution 3606. Yellow zone projects are considered at moderate risk, and green zone at low risk. The criteria for determining the project zone are listed on a separate page following the zone tables. The durations included in the criteria are intended to provide adequate time for project sponsors to perform the required activities to meet the deadline(s). A project may have multiple risk factors that indicate multiple zones. The risk zone associated with each risk factor is indicated in the tables. Projects with multiple risk factors are listed in the zone of higher risk. Attachment A provides details related to the deadlines associated with each of the Required Activities used to determine which zone of risk a project is assigned to. The deadline for submitting the environmental package one year in advance of the obligation deadline for right of way or construction capital funding is tracked and reported, but is not affiliated with any zone of risk.

The information presented in the report is based on the information made available to the project monitoring team. This information stems from the project sponsors as well as other funding agencies such as MTC and Caltrans Local Assistance.

If you have any questions regarding the enclosed report, please contact me.

Sincerely,  
ADVANCE PROJECT DELIVERY INC.

James P. O'Brien

Enc.

**1333 Broadway, Suite 220-A  
Tel (510) 836-2560 Ext 20**

**Oakland, CA 94612  
Fax (415) 836-2185**

### Red Zone Projects

Index	TIP ID	Sponsor	Project Title	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
1	ALA050036	ACCMA	SMART Corridors Operations & Maintenance	STP	\$135	CON	05/06	Sub Req for Auth	4/1/06	R		NA
2	ALA050021	Ala. County	East Ave Rehab (Windfeldt Rd. to E St.)	STP	\$505	CON	05/06	Sub Req for Auth	4/1/06	R		Y
				STP	\$27	PSE	04/05	Encumber Funds	6/30/06	G	E-76 effective 2/28/05	G
3	ALA050052	Ala. County	East Castro Valley Blvd/ Dublin Canyon Rd.	STP	\$44	PE	05/06	Encumber Funds	6/30/07	G	E-76 effective 1/20/06	R
				STP	\$572	CON	05/06	Sub Req for Auth	4/1/06	R		Y
4	ALA050053	Berkeley	Piedmont Ave Reconstruction	STP	\$209	CON	05/06	Sub Req for Auth	4/1/06	R	Field Rev req'd 11/9/05	Y
5	ALA050022	Fremont	Rehab on Various Sts	STP	\$1,753	CON	05/06	Sub Req for Auth	4/1/06	R		Y
6	ALA050057	Fremont	3 St. Segments -Overlay	STP	\$419	CON	05/06	Sub Req for Auth	4/1/06	R	sub-project of ALA050022	Y
7	ALA050025	Hayward	Hesperian Blvd Rehab	STP	\$8	ENV	05/06	Encumber Funds	6/30/07	R	E-76 effective 2/15/06	R
				STP	\$16	PSE	05/06	Obligate Funds	6/30/06	R	Req Submit'd 12/12/05	R
				STP	\$697	CON	05/06	Sub Req for Auth	4/1/06	R		Y
8	ALA050056	Hayward	West A Street Rehab	STP	\$5	ENV	05/06	Encumber Funds	6/30/07	R	E-76 effective 2/15/06	R
				STP	\$8	PSE	05/06	Obligate Funds	6/30/06	R	Req Submit'd 12/12/05	R
				STP	\$109	CON	05/06	Sub Req for Auth	4/1/06	R		Y
9	ALA050054	Livermore	East Ave Rehab (Hillcrest to Loyola)	STP	\$158	CON	05/06	Sub Req for Auth	4/1/06	R	Field Review 9/27/05	Y
10	ALA050024	Livermore	South Vasco Rd Rehab	STP	\$300	CON	05/06	Sub Req for Auth	4/1/06	R		Y
11	ALA010021	Oakland	City of Oakland Street Resurfacing Program	STP	\$825	CON	05/06	Sub Req for Auth	4/1/06	R	Field Rev req'd 12/31/05	Y
12	ALA050023	Oakland	Rehab on Various Sts	STP	\$499	CON	05/06	Sub Req for Auth	4/1/06	R	Field Review 9/8/05	Y
				STP	\$1,074	CON	06/07	Sub Req for Auth	4/1/07	G		G
13	ALA050028	Oakland	Chinatown Ped Imps	CMAQ	\$1,282	CON	05/06	Sub Req for Auth	4/1/06	R		Y
				CMAQ	\$267	ENV	04/05	Encumber Funds	6/30/06	G	\$267k oblig. 5/17/05	G
				CMAQ	\$651	CON	06/07	Sub Req for Auth	4/1/07	G		G
14	ALA050039	Oakland	MacArthur Transit Hub Improvement Project	CMAQ	\$200	PSE	05/06	Sub Req for Auth	4/1/06	R	Field Review 10/6/05	Y
				CMAQ	\$681	CON	06/07	Sub ENV package	6/30/06	NA		NA
								Sub Req for Auth	4/1/07	G		G
15	ALA050026	San Leandro	Washington Ave Rehab	STP	\$445	CON	05/06	Sub Req for Auth	4/1/06	R		Y
				STP	\$30	PSE	04/05	Encumber Funds	6/30/06	G	E-76 effective 2/24/05	G

Red Zone Projects -continued on next page

**Red Zone Projects -continued from previous page**

16	ALA050055	San Leandro	Floresta Blvd Street Rehab							
	STP	\$185	CON	05/06	Sub Req for Auth	4/1/06	R	Field Rev req'd 8/05	Y	
17	ALA990015	Union City	UC Intermodal Station							
	CMAQ	\$1,124	CON	05/06	Sub Req for Auth	4/1/06	R	TLC \$ -in process of transferring to FTA	Y	

**Yellow Zone Projects**

There are no Yellow Zone projects this report

**Green Zone Projects**

Index	TIP ID	Sponsor	Project Title							
	Source	Prog'd Amount	Phase	FY	Req'd Activity	Date	Zone	Notes	Prev	Zone
		(\$x 1,000)				Req'd By				
18	ALA010063	AC Transit	Aquire 416 Bus Catalyst Devices							
	CMAQ	\$68	CON	04/05	Award into FTA Grant	6/30/06	G	\$68k obligated 4/28/05	G	
19	ALA030002	Ala. County	Vasco Road Safety Imps. Phase 1							
	STP	\$3,900	ROW	04/05	Encumber Funds	6/30/06	G	E-76 effective 6/29/05	G	
20	ALA050020	Berkeley	Gilman Street Rehab							
	STP	\$705	CON	06/07	Sub Req for Auth	4/1/07	G	ENV submittal 9/20/05	G	
21	ALA990078	Berkeley	San Pablo Ave. Corridor Bicycle Path							
	CMAQ	\$1,034	ROW	06/07	Sub Req for Auth	4/1/07	G	ENV submittal 3/15/00	G	
22	ALA030015	LAVTA	Acquire 25 Bus Catalyst Devices							
	CMAQ	\$175	CON	04/05	Award into FTA Grant	6/30/06	G	\$175k obligated 5/20/05 transfer letter sent to FTA	G	
23	ALA030017	LAVTA	Exp. Bus -Route 70 & Subscript. Routes							
	CMAQ	\$89	CON	04/05	Award into FTA Grant	6/30/06	G	\$89k obligated 4/28/05	G	

## Appendix A -Definitions of Required Activities

Project sponsors should note that Resolution 3606 is currently in the process of being amended. Following the adoption of the amended Resolution, anticipated to occur in early 2006, Appendix A will be revised to reflect any changes.

Index	Required Activity	Definition	Deadline
1	Req Proj Field Rev	Per MTC Resolution 3606, "Implementing agencies are required to request a field review within six months from MTC's approval of the project in the TIP."	6 months from MTC's TIP approval date.
2	Sub ENV package	Per MTC Resolution 3606, "Implementing agencies are required to submit a complete environmental package to Caltrans for all projects (except those determined <i>Programmatic Categorical Exemption</i> as determined by Caltrans at the field review), twelve months prior to the obligation deadline for right of way or construction funds." (This requirement does not apply to FTA transfers or planning activities).	12 months prior to the obligation deadline for RW or Con funds.
3	Sub Req for Auth	Per MTC Resolution 3606, "Implementing agencies are required to submit the complete request for obligation or FTA transfer to Caltrans Local Assistance by April 1 of the fiscal year programmed in the TIP, and receive an obligation/FTA transfer of the funds by June 30th of the fiscal year programmed in the TIP."	April 1 of FY in which funds are programmed in the TIP.
4	Obligate Funds	Per MTC Resolution 3606, "Funds must be obligated by June 30 <sup>th</sup> of the fiscal year in which they are programmed in the TIP. Funds not obligated (or transferred to FTA) by June 30 of the fiscal year programmed in the TIP will be returned to MTC for reprogramming." (No extensions will be granted to the obligation deadline).	June 30 of FY in which funds are programmed in the TIP.
5	Encumber Funds/ Award into FTA Grant	Per MTC Resolution 3606, "Funds must be encumbered within one state fiscal year following the fiscal year in which the funds were obligated (encumbrance is approval of a funding agreement with the state). This requirement does not apply to FTA transfers. For FTA projects, funds must be approved/awarded in a FTA Grant within one state fiscal year following the fiscal year in which the funds were transferred to FTA."	End (June 30) of State FY following FY of obligation.
6	Award Contract	Per MTC Resolution 3606, "Construction/Equipment Purchase contract must be awarded within one state fiscal year following the fiscal year in which the construction funds were obligated (this requirement does not apply to FTA transfers)."	End (June 30) of State FY following FY of obligation.
7	Liquidate Funds	Per MTC Resolution 3606, "Funds must be liquidated (expended, invoiced and reimbursed) within four state fiscal years following the fiscal year in which the funds were obligated (this requirement does not apply to FTA transfers)."	End (June 30) of fourth State FY following FY of obligation.
8	Project Close-out	Per MTC Resolution 3606, "Project must be accepted and closed out within one year of the last expenditure, or within five state fiscal years following the fiscal year in which the funds were obligated, whichever occurs first (this requirement does not apply to FTA transfers)."	One year after date of last expenditure; or end (June 30) of fifth State FY following FY of obligation, whichever occurs first.

**Appendix B  
 Federal At Risk Report  
 Zone Criteria**

Required Activity	Criteria Timeframes for Required Activities		
	Red Zone	Yellow Zone	Green Zone
Request Project Field Review	Project in TIP (MTC approval) for more than two (2) months	Project in TIP (MTC approval) for less than two (2) months	NA
Submit Request for Authorization (ENV)	within two (2) months	within two (2) to six (6) months	All conditions other than Red or Yellow Zones
Submit Request for Authorization (PSE)	within four (4) months	within four (4) to eight (8) months	All conditions other than Red or Yellow Zones
Submit Request for Authorization (ROW)	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones
Submit Request for Authorization (CON)	within six (6) months	within six (6) to nine (9) months	All conditions other than Red or Yellow Zones
Obligation/ FTA Transfer	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Fund Encumbrance/Award into FTA Grant	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Construction award	within six (6) months	within six (6) to nine (9) months	All conditions other than Red or Yellow Zones
Fund Liquidation	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones
Project Closeout	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones
<b>Other Zone Criteria</b>			
<b>Red Zone</b>	Projects with funds programmed in the same FY for both a project development phase (i.e. ENV or PSE) and a capital phase (i.e. ROW or CON) without the project development phase(s) obligated.		
<b>Yellow Zone</b>	Projects with an Amendment to the TIP pending.		

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February 14, 2006

Board Agenda Item 6.3.3  
Mtg Date: February 23, 2006

Frank R. Furger, Deputy Director  
Alameda County Congestion Management Agency  
1333 Broadway Suite 220  
Oakland, CA 94612

**Subject: Quarterly Project Monitoring Report  
2004 STIP – Locally Sponsored Projects – Alameda County  
Draft At Risk Report – January 2006**

Dear Mr. Furger:

Enclosed is the Draft At Risk Report dated January 2006. There are 17 locally sponsored STIP funded projects segregated by "zone." In addition to those 17 projects, there are 17 projects listed under "Final Invoice" that are not assigned to a zone. The Report includes a total of 34 projects being monitored by the Project Monitoring Team (PMT). Once the project sponsor provides a copy of the Final Invoice to the PMT, the project is moved to the list of Completed Projects at the end of the report.

Red zone projects are considered at a relatively high risk of non-compliance with the timely use of funds provisions of the STIP. Some of these provisions potentially threaten the availability of the STIP funds. Yellow zone projects are considered at moderate risk, and green zone at low risk. The criteria for determining the project zone are listed in the tables. The durations included in the criteria are intended to provide adequate time for project sponsors to perform the required activities to meet the deadline(s). A project may have multiple risk factors that indicate multiple zones. The risk zone associated with each risk factor is indicated in the tables. Projects with multiple risk factors are listed in the zone of higher risk.

The PMT requests copies of certain documents related to the required activities as proof that the deadlines have been met. Typically, the documentation requested by the PMT are copies of documents submitted by the sponsor to other agencies involved with transportation funding such as Caltrans, MTC, and the CTC. The one exception is the documentation requested for the "Complete Expenditures" deadline which does not have a corresponding requirement from the other agencies. Sponsors must provide documentation supported by their accounting department as proof that the Complete Expenditures deadline has been met.

The information presented in the report is based on the information made available to the Project Monitoring Team. This information stems from the project sponsors as well as other funding agencies such as Caltrans, MTC and the CTC.

If you have any questions regarding the enclosed report, please contact me at (510) 502-4357.

Sincerely,  
ADVANCE PROJECT DELIVERY INC.

James P. O'Brien

Enc.

**130 Bush Street, Floor 5  
Tel (415) 296-7908**

**San Francisco, CA 94104  
Fax (415) 296-8343**

### Red Zone Projects

Index	PP No.	Sponsor	Project Title							
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone	
1	2110	Union City	Union City Intermodal Station							
	TE	\$720	Con	05/06	Allocate	6/30/06	R	Extension Req. Pending	Y	
	TE	\$5,307	Con	05/06	Allocate	6/30/06	R	Extension Req. Pending	Y	
	RIP	\$4,004	Con	07/08	Allocate	6/30/08	G		G	
	RIP	\$2,283	Con	08/09	Allocate	6/30/09	G		G	

### Yellow Zone Projects

There are no Yellow Zone projects this report

### Green Zone Projects

Index	PP No.	Sponsor	Project Title							
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone	
2	2009A	AC Transit	Maintenance Facilities Upgrade							
	RIP	\$3,705	Con	07/08	Allocate	6/30/08	G		G	
3	2009B	AC Transit	SATCOM Expansion							
	RIP	\$1,000	Con	07/08	Allocate	6/30/08	G		G	
4	2009C	AC Transit	Berkeley/Oakland/San Leandro Corridor MIS							
	RIP	\$2,700	PS&E	06/07	Allocate	6/30/07	G		G	
5	2009D	AC Transit	Bus Component Rehabilitation							
	RIP	\$4,500	Con	07/08	Allocate	6/30/08	G		G	
6	2179	ACCMA	Planning, Programming and Monitoring							
	RIP	\$111	Con	06/07	Allocate	6/30/07	G		G	
	RIP	\$111	Con	07/08	Allocate	6/30/08	G		G	
	RIP	\$110	Env	05/06	Comp Expend	6/30/08	G	\$110K Alloc'd 7/14/05	G	
	RIP	\$195	Con	08/09	Allocate	6/30/09	G		G	
7	A0157G	ACCMA	I-680 Sunol Grade Soundwalls							
	RIP	\$10,252	Con		Accept Contract	2/26/07	G	Awarded 2/26/04	G	
8	2009L	ACCMA	Vasco Road Safety Improvements							
	RIP	\$1,400	Con	08/09	Allocate	6/30/09	G		G	
9	2009N	Alameda	Tinker Avenue Extension							
	RIP	\$4,000	Con	08/09	Allocate	6/30/09	G		G	

Green Zone Projects -continued on next page

**Green Zone Projects -continued from previous page**

Index	PP No.	Sponsor	Project Title							
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone	
10	2009F	BART	Lake Merritt Channel Subway Repair							
	RIP	\$2,000	Con	07/08	Allocate	6/30/08	G		G	
11	2009G	BART	BART Stations Platform Edge Tiles							
	RIP	\$1,248	Con	07/08	Allocate	6/30/08	G		G	
12	2103	BART	BART Oakland Airport Connector							
	RIP	\$23,000	Con	08/09	Allocate	6/30/09	G	\$10M ITIP, Con 08/09	G	
13	2020	Emeryville	Emeryville Intermodal Transfer Station							
	RIP	\$2,110	Con	08/09	Allocate	6/30/09	G	\$4.2M ITIP, Con 08/09	G	
14	2009K	LAVTA	Satellite Bus Operating Facility							
	RIP	\$4,000	Con	08/09	Allocate	6/30/09	G		G	
15	2100	MTC	Planning, Programming and Monitoring							
	RIP	\$110	Con	06/07	Allocate	6/30/07	G		G	
	RIP	\$111	Con	07/08	Allocate	6/30/08	G		G	
	RIP	\$110	Env	05/06	Comp Expend	6/30/08	G	\$110K Alloc'd 7/14/05	G	
16	2100A	MTC	Planning, Programming and Monitoring							
	RIP	\$86	Con	06/07	Allocate	6/30/07	G		G	
17	1022	Oakland	Rte. 880 Access at 42 <sup>nd</sup> Ave./High St., APD							
	RIP	\$3,130	R/W	07/08	Allocate	6/30/08	G		G	

### Final Invoice

The STIP Timely Use of Funds provisions include requirements for submittal of a Final Report of Expenditures (including the Final Invoice) following the completion of expenditures for the ENV, PSE and RW phases and following contract acceptance for the CON phase. The requirements are as follows: The Final Report of Expenditures (including Final Invoice) for ENV, PSE, and RW phase is due 180 days after the end of the fiscal year in which the last expenditure occurred; and is due 180 days after contract acceptance for the CON phase. For the purposes of the ACCMA's Project Monitoring, a STIP project is not reported as complete until the ACCMA Project Monitoring Team receives a copy of the Final ROE. The ACCMA Project Monitoring Team does not track the Final ROE deadline by date, only by whether or not a copy of the Final ROE has been received at the ACCMA. The following list is provided as a reminder to project sponsors to submit the Final ROE to Caltrans and a copy to the ACCMA Project Monitoring Team.

Index	PP No.	Sponsor	Project Title	Prog'd Amount (\$ x 1,000)	Phase	FY	Notes
18	0321D	AC Transit	Wheelchair Securement Retrofit	\$601	Con	01/02	FTA to notify FHWA of final costs Project still open as of 9/05
19	1023	AC Transit	Bus Rehabilitation	\$22,425	Con	00/01	FTA to notify FHWA of final costs Project complete per AC Transit
20	2105	AC Transit	San Pablo Avenue Corridor Bus Purchase	\$7,575	Con	00/01	FTA to notify FHWA of final costs Project still open as of 9/05
21	2113	AC Transit	Engine/Transmission Rehab	\$658	Con	01/02	FTA to notify FHWA of final costs Project complete per AC Transit
22	2113A	AC Transit	Engine/Transmission Rehab	\$628	Con	01/02	FTA to notify FHWA of final costs Project complete per AC Transit
23	2183	Ala. County	Fruitvale Bridge Seismic Retrofit	\$975	PS&E	00/01	Expenditures completed during FY 03/04
24	2181	BART	BART Automatic Fair Collection (SO)	\$723	Con	99/00	FTA to notify FHWA of final costs
25	1014	BART	BART Seismic Retrofit, Seg. 1A	\$10,200	Env	00/01	
26	2106	BART	Fruitvale BART Parking Structure	\$5,692	Con	99/00	
27	2103	BART	BART Oakland Airport Connector	\$10,000 \$5,000	R/W Con		FTA to notify FHWA of final costs FTA to notify FHWA of final costs
28	0053K	Berkeley	Berkeley Shoreline Bikeway	\$600	Con	99/00	Contract accepted 12/31/03
29	2114	Dublin	Dublin Blvd Widening	\$1,869	Con	01/02	Project Closeout underway
30	2109	Fremont	Washington Blvd. and Paseo Padre South – Grade Sep's (SO)	\$4,441	R/W	01/02	Expenditures completed during FY 03/04

### Final Invoice

The STIP Timely Use of Funds provisions include requirements for submittal of a Final Report of Expenditures (including the Final Invoice) following the completion of expenditures for the ENV, PSE and RW phases and following contract acceptance for the CON phase. The requirements are as follows: The Final Report of Expenditures (including Final Invoice) for ENV, PSE, and RW phase is due 180 days after the end of the fiscal year in which the last expenditure occurred; and is due 180 days after contract acceptance for the CON phase. For the purposes of the ACCMA's Project Monitoring, a STIP project is not reported as complete until the ACCMA Project Monitoring Team receives a copy of the Final ROE. The ACCMA Project Monitoring Team does not track the Final ROE deadline by date, only by whether or not a copy of the Final ROE has been received at the ACCMA. The following list is provided as a reminder to project sponsors to submit the Final ROE to Caltrans and a copy to the ACCMA Project Monitoring Team.

Index	PP No.	Sponsor	Project Title	Phase	FY	Notes
		Prog'd Amount (\$ x 1,000)				
31	0115B	Livermore	Isabel Ave. Interchange, Rte. 580	Env	01/02	Expenditures completed during FY 05/06. Final Invoice due 12/31/06
		\$4,000				
32	2108	Oakland	Coliseum Intercity Rail Station (RTIP)	Con	99/00	
		\$925				
33	1022	Oakland	Rte. 880 Access at 42 <sup>nd</sup> Ave./High St., APD	PS&E	00/01	Invoice for Final PSE costs dated 4/25/05 Con funding programmed for R/W
		\$1,000				
34	1013	Port	Oakland Airport Connector Guideway	Env	00/01	Closeout underway
		\$1,142				

### Completed Projects

**Completed Criteria:**

Completed STIP projects for which Final Invoice documentation has been provided to the ACCMA; and  
 FTA transfer projects reported as complete.

Index	PP No.	Sponsor	Project Title	Notes
35	1003	Alameda	Express II Ferry Refurbish	Final Invoice dated 5/29/04
36	2184	Ala. County	Center/E. Castro Valley/150th, Rehab	Final Invoice submitted in '04
37	2185	Ala. County	Stanley Boulevard Reconstruction	Final Invoice dated 1/13/03
38	2203	Albany	Buchanan/East Shore/Route 80 Interchange	Final Invoice dated 7/28//04
39	1004	Berkeley	College Avenue Rehabilitation	Final Invoice dated 9/14/01
40	9047	Berkeley	I-80 Bicycle/Pedestrian OC (TEA)	Final Invoice dated 3/23/04
41	0119G	Dublin	Tassajara Rd. I/C	Final Invoice dated 10/26/04
42	2190	Livermore	Portola Ave Reconstruction	Final Invoice submitted
43	2192	Oakland	Oakland City Streets Storm Damage Repair	Final Exp. Report dated 6/30/04
44	2191	Oakland	3rd Street Extension	Final Invoice dated 10/28/04
45	2193	Piedmont	Piedmont City Streets Resurfacing	Final Exp. Report dated 4/4/02
46	0320E	Port	State Route 61/Langley Street Reconstruction	Final Exp. Report dated 11/25/02
47	2194	Port	Embarcadero – Clay to Franklin Rehabilitation	Final Exp. Report dated 4/21/05
48	2195	Port	Embarcadero – 5th to 16th Rehabilitation	Final Exp. Report dated 5/20/03
49	2196	San Leandro	City Streets Rehab	Final Invoice dated 9/24/01
50	2197	Union City	Union City Streets Rehabilitation	Final Exp. Report Submitted



ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185  
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

**Memorandum**

*February 23, 2006  
Agenda Item 6.3.4*

**DATE:** February 15, 2006  
**TO:** CMA Board  
**FROM:** Plans and Programs Committee  
**RE:** CMA Capital Expenditure Program (CEP) Quarterly Report

**Action Requested**

The CMA Board is requested to review and accept the Capital Expenditure Program (CEP) Report. This report provides an update on the status of capital projects that are being implemented by the CMA, as well as other projects in Alameda County that may be of interest to the CMA Board. This report is presented to the CMA Board on a quarterly basis to keep the Board updated on the delivery status of CMA sponsored projects. Note: A copy of the report is available on the CMA website as part of this agenda. Copies have been mailed to Board members only.

**Discussion**

The CMA is responsible for the delivery of a Capital Expenditure Program (CEP) that includes a wide variety of transportation projects geared to provide congestion relief in Alameda County. This CEP Quarterly Report provides information on current project delivery efforts for CMA implemented and/or sponsored projects (Group 1); in addition, it provides information for other projects in Alameda County that may be of interest to the CMA Board (Group 2).

The objective of the CEP Quarterly Report is to provide the CMA Board, key project stakeholders, and the public with up to date information on each active project. The reports include a map showing the geographical locations of the various projects, and include discussions and/or information on:

- Project status & description
- Funding & Cost estimates
- Project schedule
- CMA Project Manager
- Project graphics

Given the CMA's increasing role in implementing projects and effecting changes to expedite project delivery within the County, the number of projects is also expected to increase.

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*Alameda County Congestion Management Agency*

# Capital Expenditure Program Quarterly Report

**CEP 2<sup>nd</sup> Quarter FY 05/06**





ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185  
E-MAIL: [mail@accma.ca.gov](mailto:mail@accma.ca.gov) • WEB SITE: [accma.ca.gov](http://accma.ca.gov)

January 31, 2005

**TO:** Alameda County Congestion Management Agency (CMA) Board Members

**SUBJECT:** Capital Expenditure Program – Second Quarter Report for FY 05/06

Dear Board Members:

Enclosed please find the Report for the Second Quarter of FY 05/06 (10/01/2005 – 12/31/2005) for the CMA Capital Expenditure Program.

The CMA is responsible for the delivery of a Capital Expenditure Program (CEP) that includes a wide variety of transportation projects geared to provide congestion relief in Alameda County. These projects are funded through a variety of fund sources including Regional Measure 2, Measure B and other state and federal fund sources. This CEP Quarterly Report provides information on current project delivery efforts for CMA implemented and/or sponsored projects (Group 1); in addition, it provides information for other projects in Alameda County that may be of interest to the CMA Board (Group 2).

The objective of the CEP Quarterly Report is to provide the CMA Board, key project stakeholders, and the public with up to date information on each active project. The reports will include an Alameda County map showing the location of Capital Projects by Planning Area, and will include individual project fact sheets with information on:

- Project status & description
- Funding & Cost estimates
- Project schedule
- CMA Project Manager
- Project graphics and/or photos

The information in this report is based on the most recent information available to the CMA. If you have any questions, please contact me at (510) 836-2560.

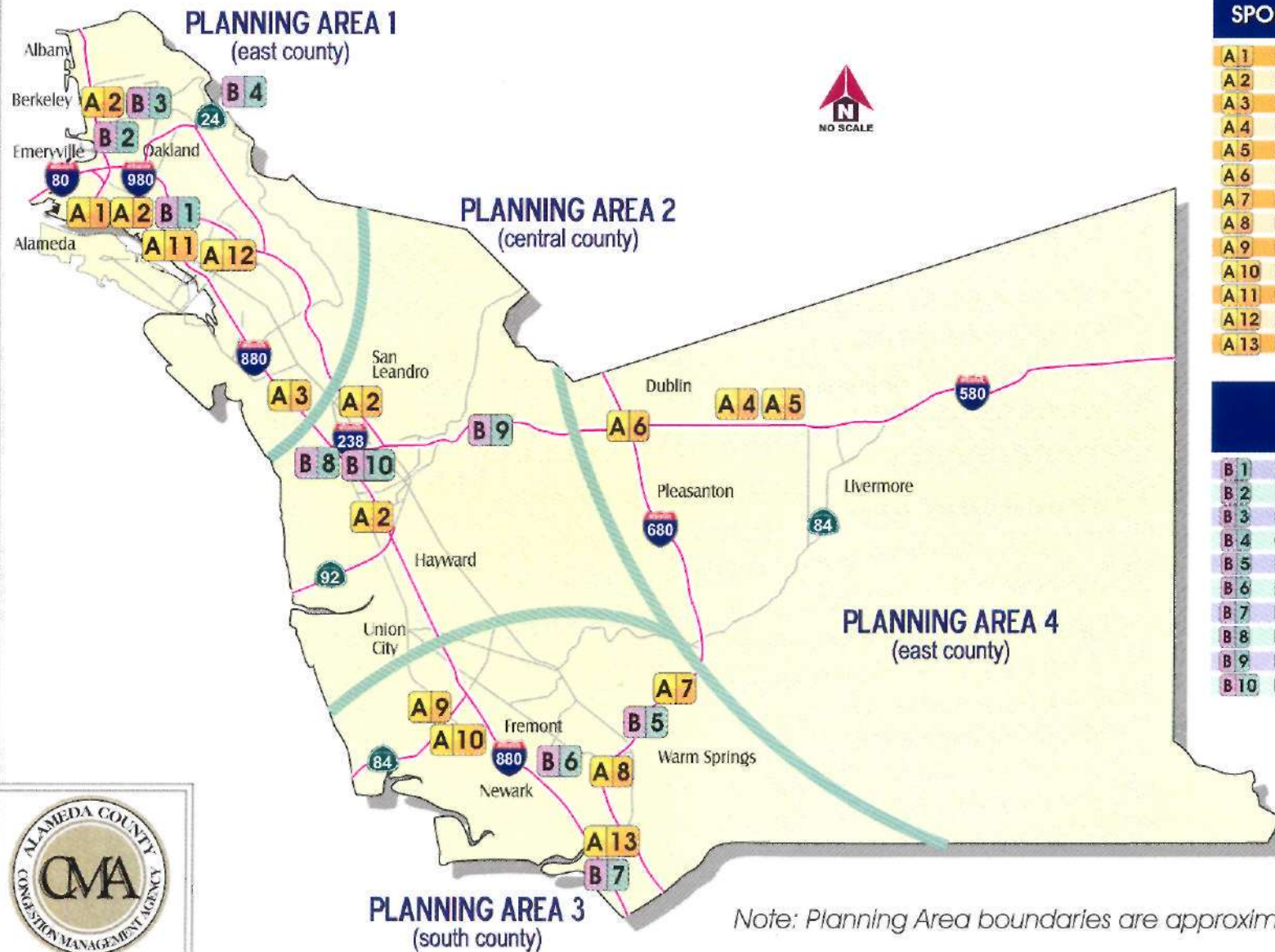
Sincerely,

A handwritten signature in dark ink, appearing to read "Frank R. Furger".

Frank R. Furger  
Deputy Director, Programming & Projects

# Alameda County Congestion Management Agency Capital Expenditure Program (CEP)

## ACCMA Project Locations



### ACCMA SPONSORED PROJECTS (GROUP 1)

- A 1 Grand Ave Signals & System Transit Analysis
- A 2 SMART Corridors Operations & Mgmt.
- A 3 I-880 North Safety Improvements
- A 4 I-580 TMP
- A 5 I-580 Eastbound HOV Project
- A 6 I-580/680 Interchange Modifications
- A 7 I-680 HOV/HOT Lane
- A 8 I-680 Soundwalls
- A 9 Rte 84 Lane Extension
- A 10 Rte 84 Ardenwood Park & Ride
- A 11 International/Telegraph Rapid Bus Corridor
- A 12 Misc. Soundwalls Construction
- A 13 I-680/880 Cross Connector PSR

### OTHER PROJECTS (GROUP 2)

- B 1 I-880/Broadway-Jackson Interchange
- B 2 I-80/Ashby-Shellmound Interchange
- B 3 San Pablo Roadway Rehab
- B 4 Caldecott Improvement Project (4th Bore)
- B 5 I-680 NB
- B 6 Fremont Grade Separation
- B 7 I-880/Mission Interchange
- B 8 I-238 Widening
- B 9 I-580/Castro Valley Interchange
- B 10 Rte 238 Corridor Improvements



Program Manager  
Frank R. Furger



**ACCMA SPONSORED PROJECTS (GROUP 1)**

<b>Project No.</b>	<b>Project Name</b>	<b>Project Manager</b>	<b>Page No.</b>
	ACCMA Project Locations		i
	Contents		ii
A-1	Grand Ave Signals & System Transit Analysis	Cyrus Minoofar	1
A-2	SMART Corridors Operations & Mgmt.	Cyrus Minoofar	3
A-3	I-880 North Safety Improvements	Matt Todd	5
A-4	I-580 TMP	Stefan Garcia	7
A-5	I-580 Eastbound HOV Project	Stefan Garcia	9
A-6	I-580/680 Interchange Modifications	Stefan Garcia	11
A-7	I-680 HOV/HOT Lane	Jean Hart	13
A-8	I-680 Soundwalls	Matt Todd	15
A-9	Rte 84 HOV Lane Extension	Matt Todd	17
A-10	Rte 84 Ardenwood Park & Ride	Stefan Garcia	19
A-11	International/Telegraph Rapid Bus Corridor	Cyrus Minoofar	21
A-12	Misc. Soundwalls Construction	Matt Todd	23
A-13	I-680/880 Cross Connector PSR	Matt Todd	25

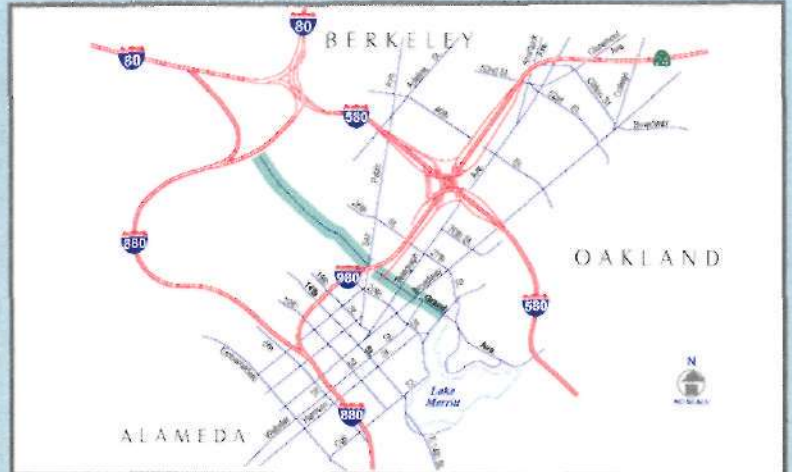
**OTHER PROJECTS (GROUP 2)**

B-1	I-880/Broadway-Jackson Interchange	Barbara Hawkins	27
B-2	I-80/Ashby-Shellmound Interchange	Hank Van Dyke	29
B-3	San Pablo Roadway Rehab	Cheryl Navares	31
B-4	Caldecott Improvement Project (4th Bore)	Paul Maxwell	33
B-5	I-680 NB	James O'Brien	35
B-6	Fremont Grade Separation	Jim Pierson	37
B-7	I-880/Mission Interchange	Francis Lo	39
B-8	I-238 Widening	Arthur Dao	41
B-9	I-580/Castro Valley Interchange	Art Carrera	43
B-10	Rte 238 Corridor Improvements	Bob Bauman	45

	Glossary of Acronyms and Definitions		GL1-4
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# A-1: Grand Ave Signals & System Transit Analysis



## Project Status

The Draft Transit Analysis report was completed in December 2005. A final version of the report will be presented to the project stakeholders in early February 2006. Detailed design for traffic signal modifications and associated Transit Signal Priority (TSP) improvements for seven intersections on Grand Avenue between Harrison Street and Embarcadero is approximately 25% complete.

## Project Need/Description

Modify signalized intersections on the Grand/MacArthur corridor between 106th Avenue and Bay Bridge to improve traffic control infrastructure and transit operations. Provide recommendations for improving transit operations and ridership on AC Transit's NL route by increasing travel speed, revising bus stop locations and layouts, service strategies and requirements, and pedestrian connectivity strategies. Design and construct intersection improvements and deploy Transit Signal Priority (TSP) equipment to support the recommended service strategies.

## Expenditure Plan Description

Additional funding sources may be required to construct all phased improvements for this project.

### Funding Estimates

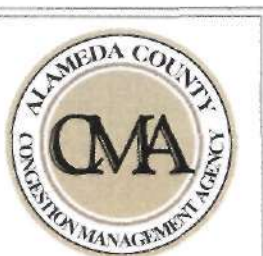
Fund Source	FY	Amount
RM2	04/05	\$50,000
RM2	05/06	\$1,750,000
TFCA	05/06	\$205,000
RM2	06/07	\$1,715,000
<b>Total:</b>		<b>\$3,720,000</b>

### Cost Estimates

Description	Amount
ENV/PE/PA&ED	\$975,000
Design	\$125,000
Construction & Construction Support	\$2,620,000
Total:	\$3,720,000

## Project Schedule

Phase Description	Begin	End	04	05	06	07
Planning/Scoping	1/05	7/05				
Preliminary Engineering and Environmental	8/05	12/05				
Right-of-Way	1/06	4/06				
Construction	5/06	4/07				



**Project Sponsor: ACCMA**

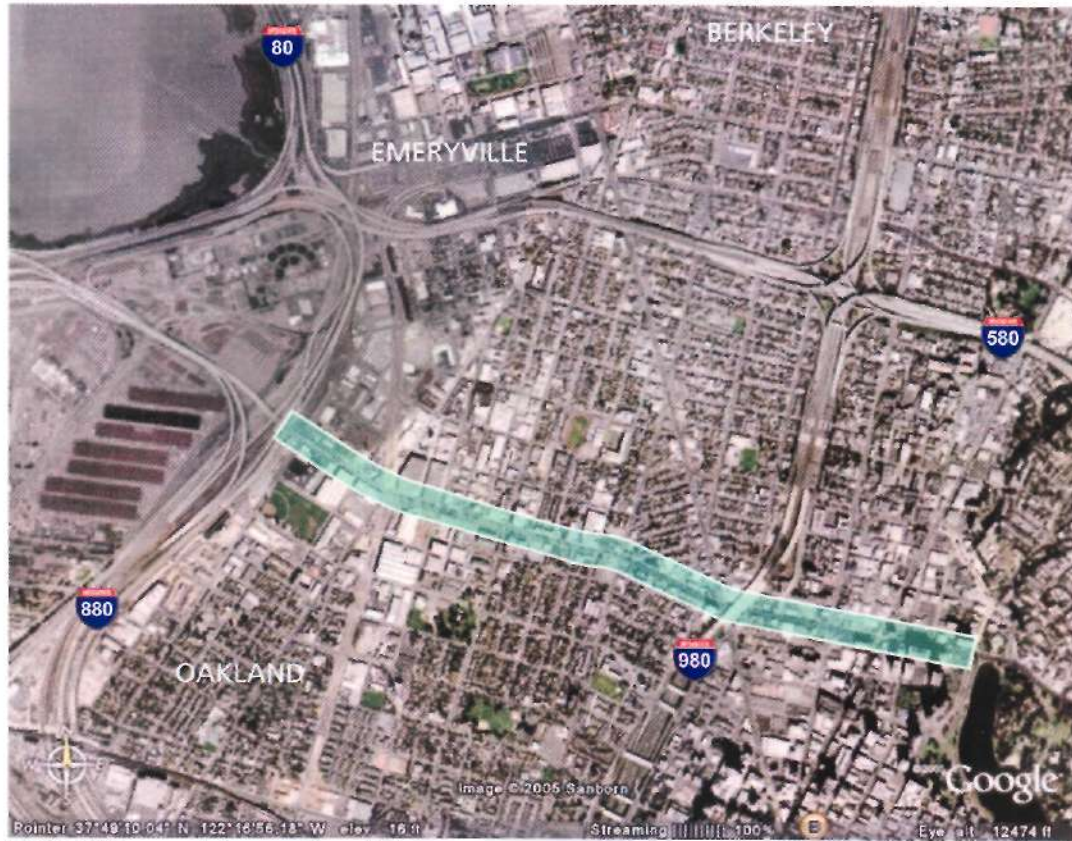
**Co-Sponsor: AC Transit**

**Project Manager:** Cyrus Minoofar (510) 836-2560

**Contact:** Anthony Bruzzone (510) 891-7175



## A-1: Grand Ave Signals & System Transit Analysis



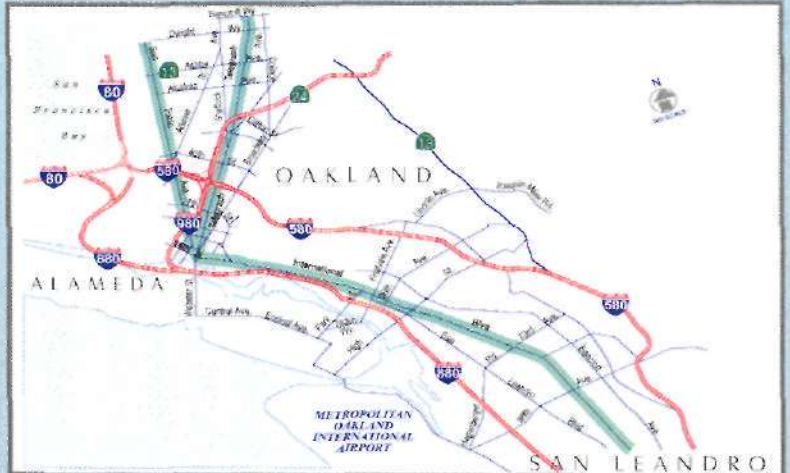
I-880/Grand Ave. Corridor



The new signal system provides priority to buses (NL-Line)



## A-2: SMART Corridors Operations & Mgmt.



### Project Status

The operations and management of SMART Corridors is now in its fifth year. Overall the system has been stable and service and solution providers are responding quickly to any issues that arise, and to support participating agencies. ACCMA is continually making performance upgrades and enhancements to the Corridors software, Transportation management Center hardware (TMC) and field devices. Information for analysis of traffic congestion and patterns are being collected based on requests and input from partnering agencies.

### Project Need/Description

The program consists of three major corridors in the East Bay - I-80 corridor (San Pablo Avenue), Telegraph Avenue corridor, and the I-880 corridor (Hesperian/International/E. 14th Boulevard). The purpose of the program is to plan and implement a multi-modal Advanced Transportation Management System (ATMS) along these corridors. Due to its success, the program has evolved into a multi-year, multi-phase Intelligent Transportation System (ITS) program, implementing several major infrastructure improvements in the corridors, and has contributed to forming and strengthening interagency coordination and cooperation.

### Expenditure Plan Description

The SMART Corridors Program O&M funding is provided by several different funding sources, among them local and federal agencies. The majority of expenditures on this project is of recurring nature or related to ongoing maintenance and management of the system. Stakeholders contribute funding based on a prorated formula. CMA staff is evaluating the options for funding the budget shortfall to sustain ongoing O&M.

#### Funding Estimates

Fund Source	FY	Amount
Federal	00-05	\$1,600,000
Local	02-05	\$1,000,000
State	00-05	\$200,000
Total:		\$2,800,000

#### Cost Estimates

Description	Amount
Operations & Management (Construction)	\$2,800,000
Total: \$2,800,000	

### Project Schedule

Phase Description	Begin	End	03	04	05	06	07	08	09	10
Operations & Management	02/03									

Project Sponsor: **ACCMA**

Co-Sponsor: **15 Local Agencies**

Project Manager: Cyrus Minoofer (510) 836-2560





## A-2: SMART Corridors Operations & Mgmt.



San Pablo and Telegraph Corridors



International Corridor



Installation of conduits



Adjustment of traffic camera



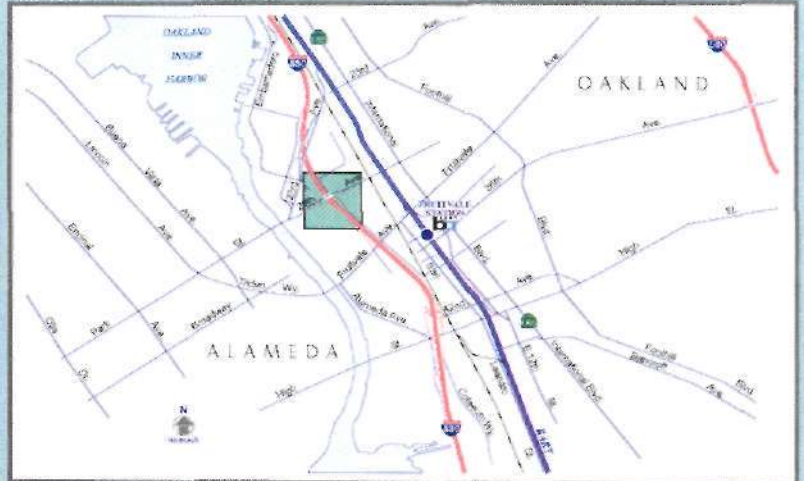
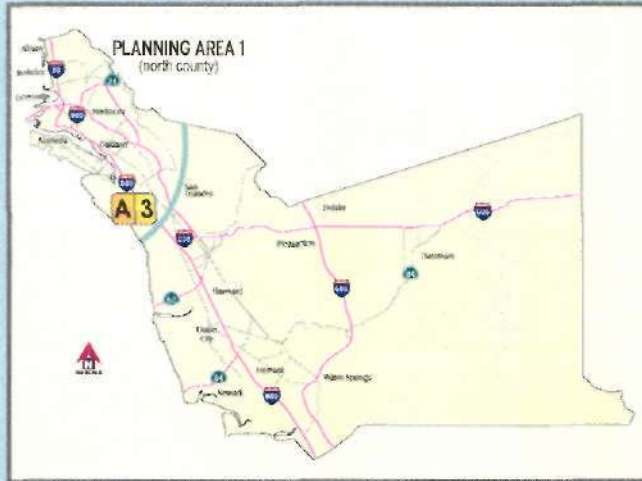
Traffic cameras can be used to monitor roadway incidents



Corridor provides signal priority for emergency vehicles



# A-3: I-880 North Safety Improvements



## Project Status

Conceptual design work has been completed. Initiated outreach with project stakeholders.

## Project Need/Description

To provide operational and safety improvements to NB I-880 at 29th Ave by reconfiguring the on- and off-ramps, as well as mitigate noise impacts of the facility. The project will provide additional storage and deceleration distances to the off-ramp. This will minimize the queue spillback and resultant speed changes to the mainline. The mitigating soundwalls will reduce noise impacts to an elementary school and residences in the Jingtowntown neighborhood.

## Expenditure Plan Description

RM2 funds to be used for PA&ED, Design, R/W and Construction. Uncommitted funding needed for Construction phase.

### Funding Estimates

Fund Source	FY	Amount
RM2		\$10,000,000
Federal Funds		\$2,000,000
(Uncommitted)		\$13,000,000
Total:		\$25,000,000

### Cost Estimates

Description	Amount
PA&ED	\$1,000,000
Design	\$2,000,000
R/W	\$1,500,000
Construction	\$19,500,000
Total:	\$25,000,000

## Project Schedule

Phase Description	Begin	End	03	04	05	06	07	08	09	10
Preliminary Engineering and Environmental	1/05	6/07								
Design	7/07	6/08								
Right-of-Way	7/07	6/08								
Construction	7/08	6/10								

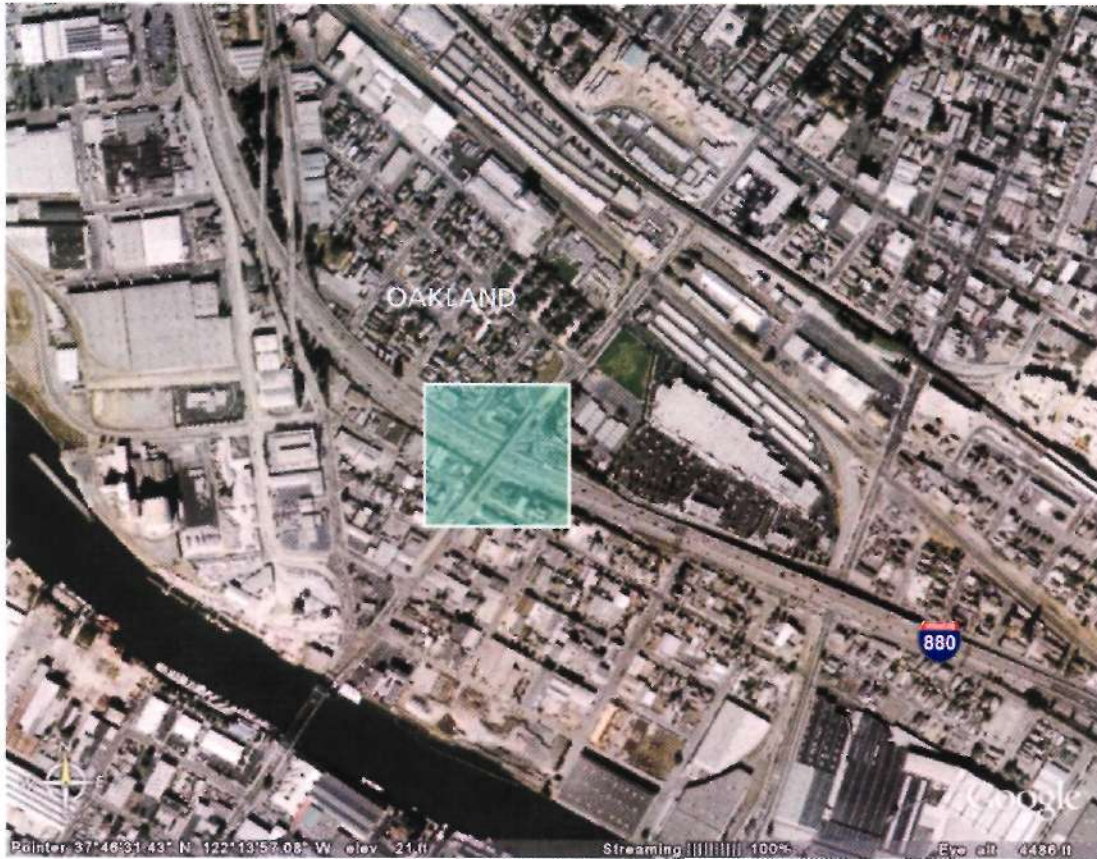


**Project Sponsor: ACCMA**

**Co-Sponsor: Caltrans, City of Oakland**



## A-3: I-880 North Safety Improvements

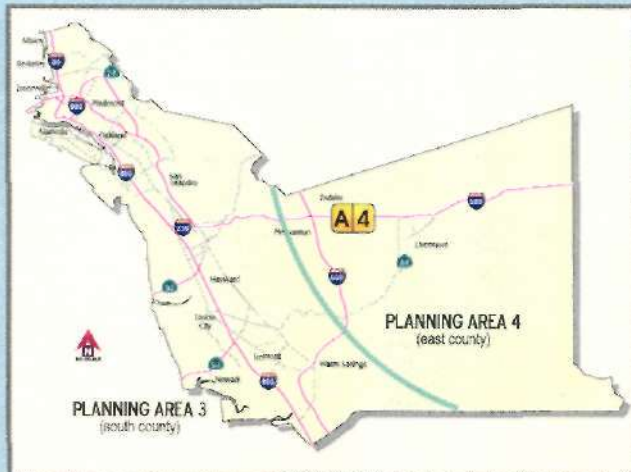


Study area: NB I-880 @ 29th Ave.





# A-4: I-580 Traffic Management Plan (TMP)



## Project Status

A System Engineering and Management Plan (SEMP) is being finalized; the environmental document and final design are nearing completion. The project is anticipated to be advertised for bids Summer 2006. Construction is expected to begin in late Summer 2006.

## Project Need/Description

This project will implement a TMP by installing equipment along I-580, I-680, Route 84, and local arterials. This includes ramp metering, traffic monitoring stations, CCTV cameras, Changeable Message Signs, and Highway Advisory Radio broadcasts that will gather and disseminate data to monitor and manage congestion. The short term goal of the TMP project is to provide real-time traffic information to travelers during the construction of the eastbound I-580 HOV lane and other 580 corridor projects, anticipated to begin in 2007. After construction of the I-580 eastbound HOV lane project, most of the equipment will remain in place and will continue to provide traffic and incident information to local jurisdictions and travelers. In addition to the Caltrans, Alameda County installation of monitoring and informational equipment, the various jurisdictions have agreed to participate in a Memorandum of Understanding (MOU) to work cooperatively toward improving the management and operation of the arterials and freeway along the I-580 corridor.

## Funding Estimates

Fund Source	FY	Amount
TCRP/RM2	06/07	\$9,500,000
Total:		\$9,500,000

## Cost Estimates

Description	Amount
Planning/Design	\$1,500,000
Construction	\$8,000,000
Total:	\$9,500,000

## Project Schedule

Phase Description	Begin	End	05	06	07
Planning-Scoping	9/05	1/06			
Preliminary Engineering	N/A				
Final Engineering	12/05	6/06			
Construction	8/06	11/06			



**Project Sponsor: ACCMA**

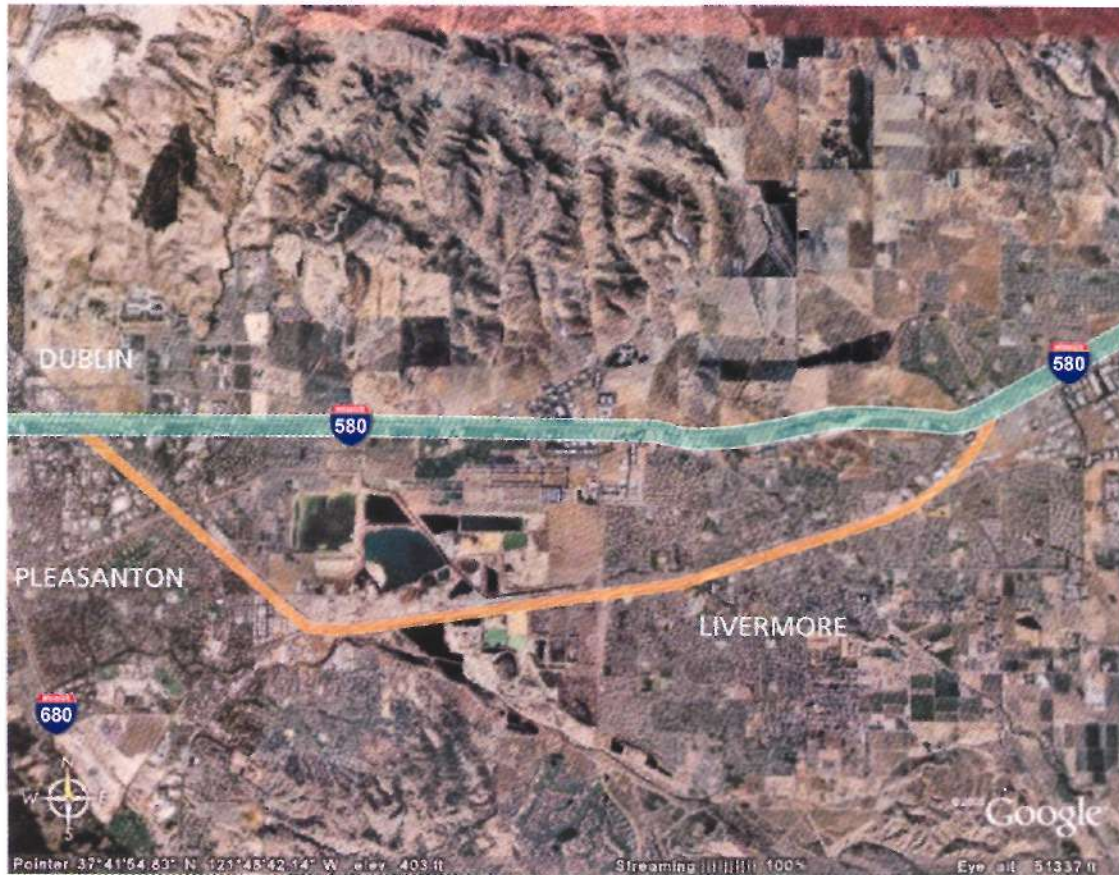
Project Manager: Stefan Garcia (510) 836-2560

**Co-Sponsor: Caltrans**

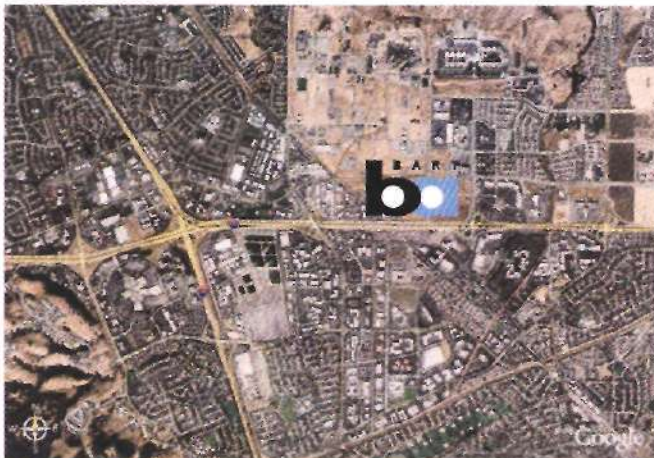
Contact: Alan Chow (510) 286-4577



## A-4: I-580 Traffic Management Plan (TMP)

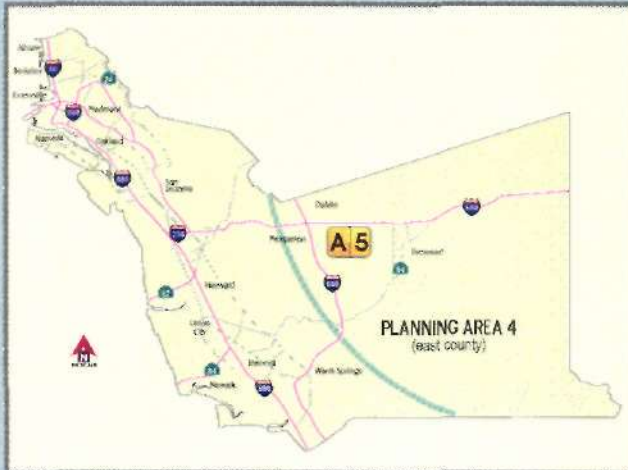


### I-580 Corridor: Traffic Management Plan





# A-5: I-580 Eastbound HOV Project



## Project Status

Preparation of an eastbound only environmental document (ND/FONSI), preliminary engineering and at-risk design are currently underway. The CMA is working with Caltrans to combine a SHOPP pavement rehab of all EB lanes within the project limits with this project.

## Project Need/Description

Construct eastbound HOV Lane from Hacienda Drive to Greenville Overhead in the Livermore Valley, as well as auxiliary lanes and associated roadway improvements.

## Expenditure Plan Description

TCRP funds will be used (as available) to complete the PA&ED and Design phases. Construction will be funded by a combination of TCRP/STIP/ACTIA/RM2. Should TCRP funding be unavailable, work will proceed and supplemented by additional corridor funds from RM2.

## Funding Estimates

Fund Source	FY	Amount
TCRP	2000	\$8,500,000
STIP	2006	\$26,000,000
RM2	2004	\$25,000,000
Fed Demo	2007	\$15,600,000
<b>Total:</b>		<b>\$75,100,000</b>

## Cost Estimates

Description	Amount
PA&ED	\$7,100,000
Design	\$6,000,000
Construction	\$56,000,000
Construction Support	\$6,000,000
Total:	\$75,100,000

## Project Schedule

Phase Description	Begin	End	01	02	03	04	05	06	07	08	09
Planning/Scoping	1/00	6/01									
Preliminary Engineering and Environmental	8/01	8/06									
Final Engineering/Plans, Specifications	3/06	6/07									
Construction	7/07	12/09									



**Project Sponsor: ACCMA**

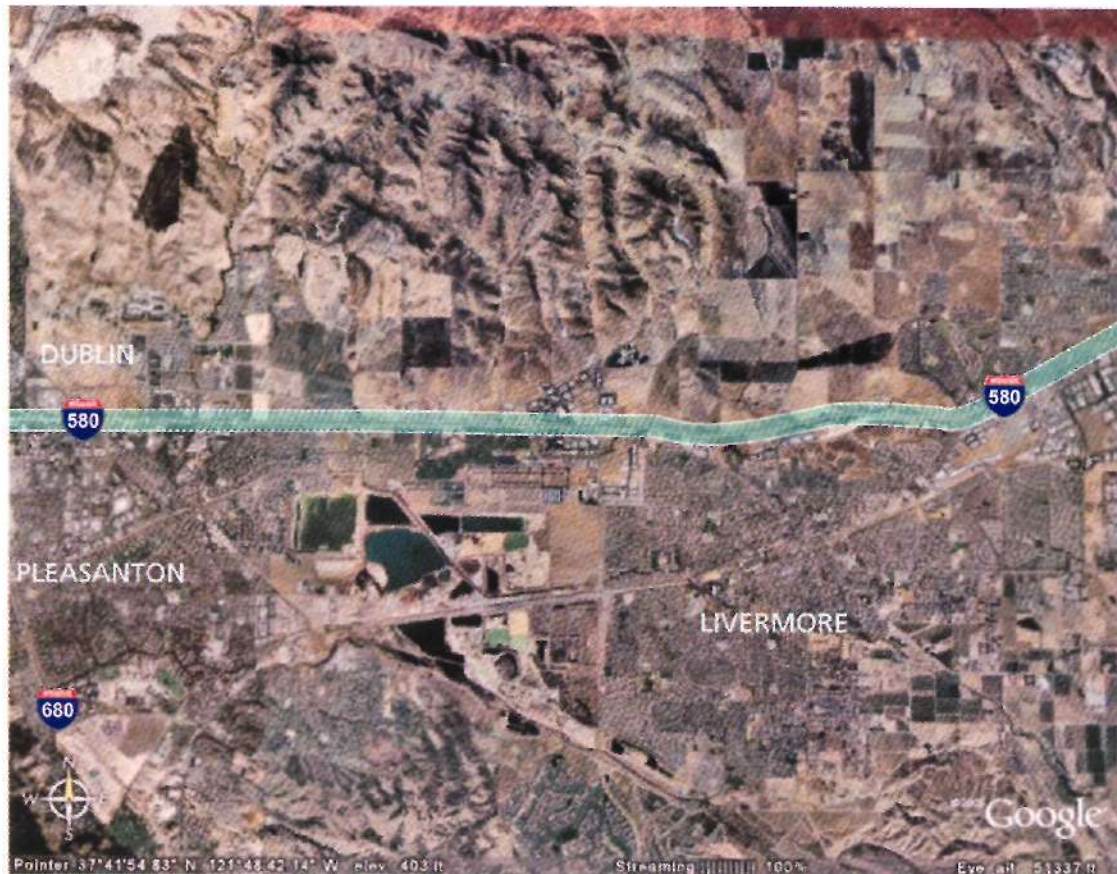
Project Manager: Stefan Garcia (510) 836-2560

**Co-Sponsor: Caltrans**

Contact: Issa Boul (510) 286-5220



## A-5: I-580 Eastbound HOV Project



I-580 Tri-Valley Transit/HOV Corridor



The Need



# A-6: I-580/680 Interchange Modifications



## Project Status

Project is in the scoping phase; a PSR is being prepared by Caltrans District 4 Advance Planning Unit with support from a consultant team provided by the ACCMA, and with active participation from local jurisdictions.

## Project Need/Description

Define feasible alternatives for improvements and modifications at the I-580/I-680 interchange in Dublin/Pleasanton with emphasis on HOV direct connector structures from 580 WB to 680 SB, and from 680 NB to 580 EB. The completed scoping document will place the I-580/I-680 modifications at the same level of project readiness as other Tri-Valley projects. This study will include a traffic operation evaluation that will facilitate the eventual development of a combined 580/680 I/C and I-580 WB HOV project.

## Expenditure Plan Description

Scoping phase funded by RM2. A project funding plan will be developed after the project is fully scoped.

### Funding Estimates

Fund Source	FY	Amount
RM2	2005	\$2,000,000
		Total: \$2,000,000

### Cost Estimates

Description	Amount
Scoping Phase (PSR)	\$2,000,000
Total: \$2,000,000	

## Project Schedule

Phase Description	Begin	End	01	02	03	04	05	06	07	08
Planning/Scoping	2005	2007								
Preliminary Engineering and Environmental	N/A	N/A								
Final Engineering/Plans, Specs	N/A	N/A								
Construction	N/A	N/A								



**Project Sponsor: ACCMA**

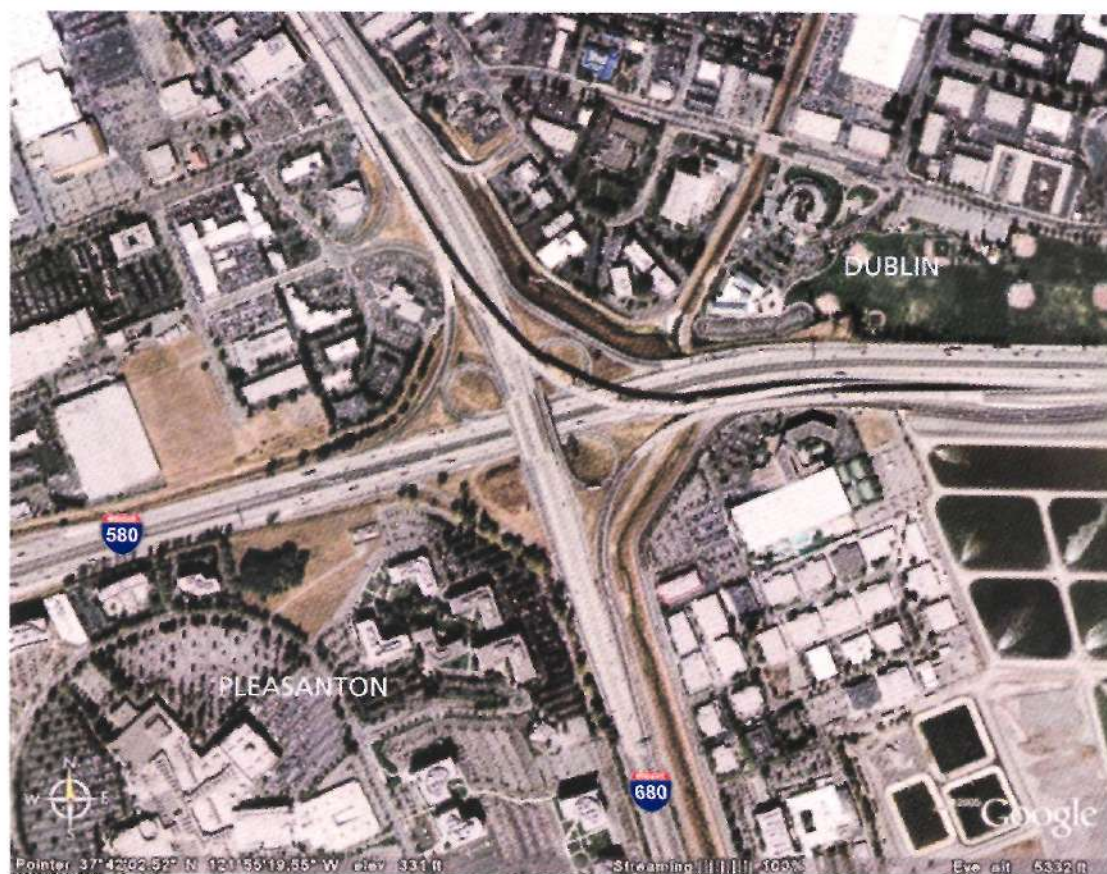
**Co-Sponsor: Caltrans**

**Project Manager:** Stefan Garcia (510) 836-2560

**Contact:** Richard Cho (510) 286-5530



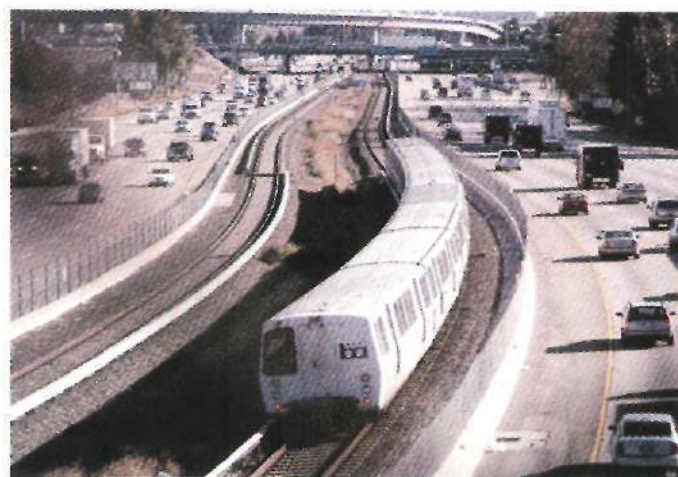
## A-6: I-580/680 Interchange Modifications



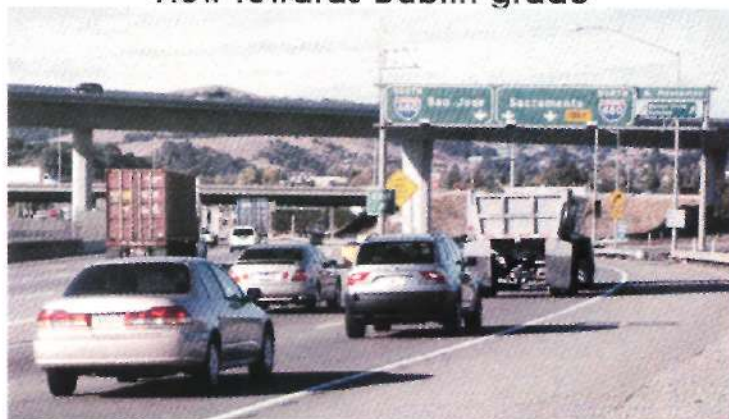
Study Area: I-580/I-680 Interchange



View towards Dublin grade

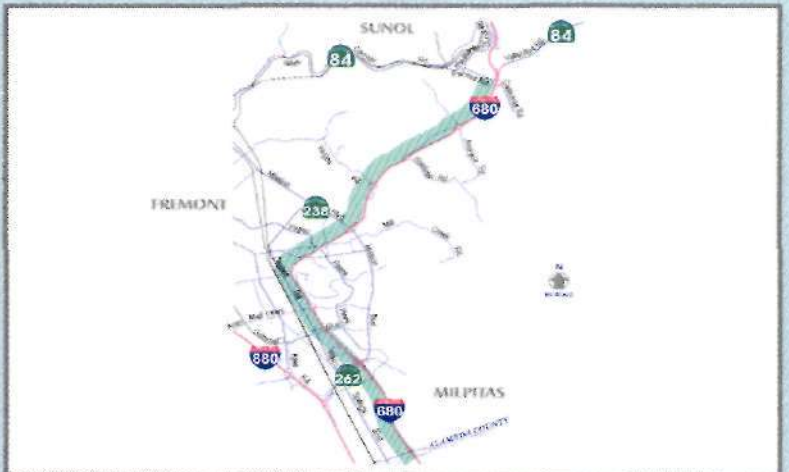


Existing BART Transit Corridor





# A-7: I-680 HOV/HOT Lane



## Project Status

The environmental document has been signed by FHWA. The preliminary engineering for the roadway work is nearing completion. The draft Project Study Report/Project Report has been submitted to Caltrans. The comments will be incorporated in the final PSR scheduled to be submitted in early February 2006. The Project Fact Sheet which identifies design exceptions has been reviewed by Caltrans. The Concept of Operations for the electronic toll collection system is complete.

## Project Need/Description

The project will construct improvements to provide SMART Carpool Lane along I-680 from Route 84 to Santa Clara County. The SMART Carpool Lanes would allow carpools to travel free of charge and would charge a toll for low occupancy vehicles to use the excess capacity in the SMART Carpool Lanes. Implementation of the SMART Carpool Lane project is coupled with the Caltrans I-680 High Occupancy Vehicle (HOV) Lane project.

## Funding Estimates

Fund Source	FY	Amount
ACTIA		\$14,000,000
Santa Clara RIP		\$7,300,000
Federal Earmark		\$2,000,000
Federal Grants		\$1,660,000
Future Federal		\$6,340,000
Other Local		\$100,000
Total:		\$31,400,000

## Cost Estimates

Description	Amount
Scope	\$364,000
PE/Environmental/Civil Engineering	\$7,710,000
Construction	\$18,000,000
System Engineering/Integration/ Equipment	\$10,800,000
Total: \$36.874,000	

## Project Schedule

Phase Description	Begin	End	04	05	06	07	08	09
Planning/Scoping	2/04	6/05						
Preliminary Engineering and Environmental	11/04	3/06						
Final Engineering/Plans, Specifications	3/06	6/07						
Right-of-Way	1/07	6/07						
Construction	12/07	12/09						



**Project Sponsor: ACCMA**

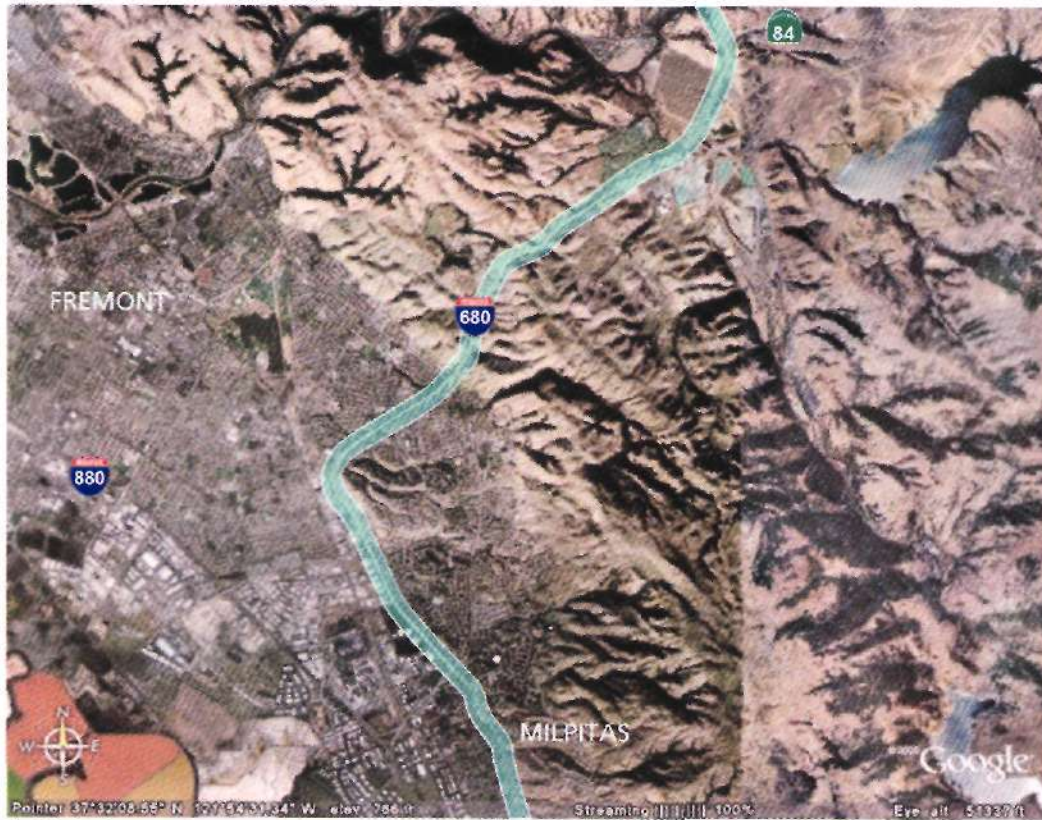
**Co-Sponsor: Caltrans**

**Project Manager:** Jean Hart (510) 836-2560

**Contact:** Emily Landin-Lowe (510) 286-5124



## A-7: I-680 HOT Lane



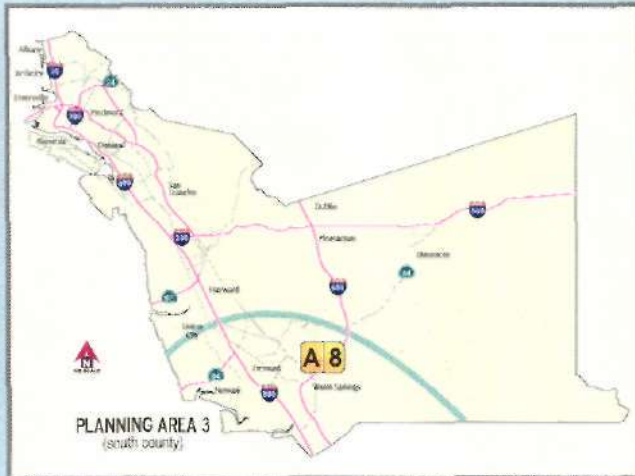
I-680 Sunol-Fremont Grade



Printed 2/1/2006



# A-8: I-680 Soundwalls



## Project Status

Project Construction is underway and scheduled to be completed in February 2006.

## Project Need/Description

This project consists of constructing 10-foot to 16-foot soundwalls along the I-680 corridor within Fremont and Milpitas city limits. This project is one of the components of the overall I-680 Corridor Improvements. This project includes the construction of twelve (12) masonry-block soundwalls on top of either pile caps or retaining wall on spread footings.

## Expenditure Plan Description

This project is being constructed with a combination of federal, state and local funds. Environmental clearance was funded through a corridor environmental document.

### Funding Estimates

Fund Source	FY	Amount
STIP		\$10,887,000
Federal Funds		\$2,226,000
Local Funds		\$2,117,000
Total:		\$15,230,000

### Cost Estimates

Description	Amount
PS&E	\$1,560,000
Right-of-Way	\$970,000
Construction	\$12,700,000
Total: \$15,230,000	

### Project Schedule

Phase Description	Begin	End	00	01	02	03	04	05
Preliminary Engineering and Environmental PS&E	6/01	10/03						
Construction	4/04	10/05						



Project Sponsor: **ACCMA**

Co-Sponsor: **Caltrans**

Project Manager: Matt Todd (510) 836-2560

Contact: Emily Landin-Lowe (510) 286-5124



## A-8: I-680 Soundwalls



S.W. on barrier



Completed S.W. w/Architectural treatment



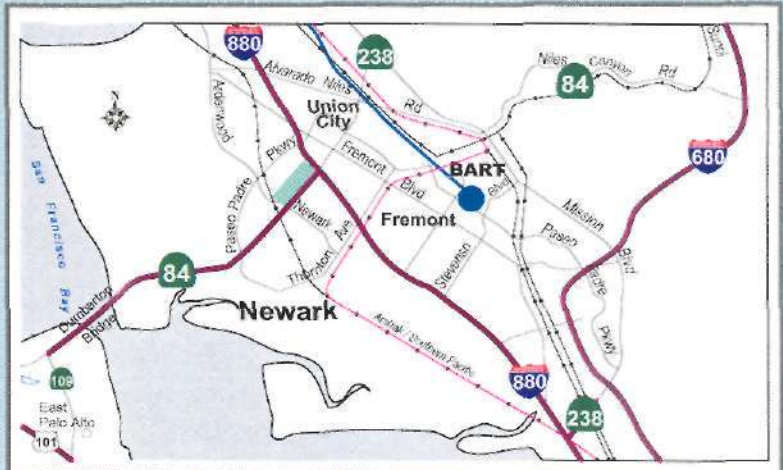
Completed S.W.



Construction in progress



# A-9: Rte 84 HOV Lane Extension



## Project Status

Environmental documentation was completed in June 2003. Design was completed in late 2005. ACCMA and Caltrans are jointly developing a plan to fund construction.

## Project Need/Description

The project will extend the westbound HOV lane on Route 84 from Newark Blvd to I-880. This will be accomplished by widening in the median area, adding a concrete barrier and realigning the freeway. The project will also include modification of the I-880 off-ramp to provide an HOV bypass lane to provide a better connection to the extended HOV lane.

## Expenditure Plan Description

Caltrans has STIP funds programmed to the project development phase of the project. ACCMA and Caltrans are coordinating a plan to fund the construction phase of the project

### Funding Estimates

Fund Source	FY	Amount
STIP		\$1,800,000
RM2		\$6,000,000
Total:		\$7,800,000

### Cost Estimates

Description	Amount
Environmental/PE	\$295,000
PS&E	\$1,330,000
Right-of-Way	\$35,000
Construction	\$6,170,000
Total: \$7,830,000	

### Project Schedule

Phase Description	Begin	End	01	02	03	04	05	06	07	08
Preliminary Engineering and Environmental	4/02	6/03								
Final Engineering/Plans, Specifications	10/04	11/05								
Right-of-Way	10/04	9/05								
Construction	4/06	12/07								



**Project Sponsor: ACCMA**

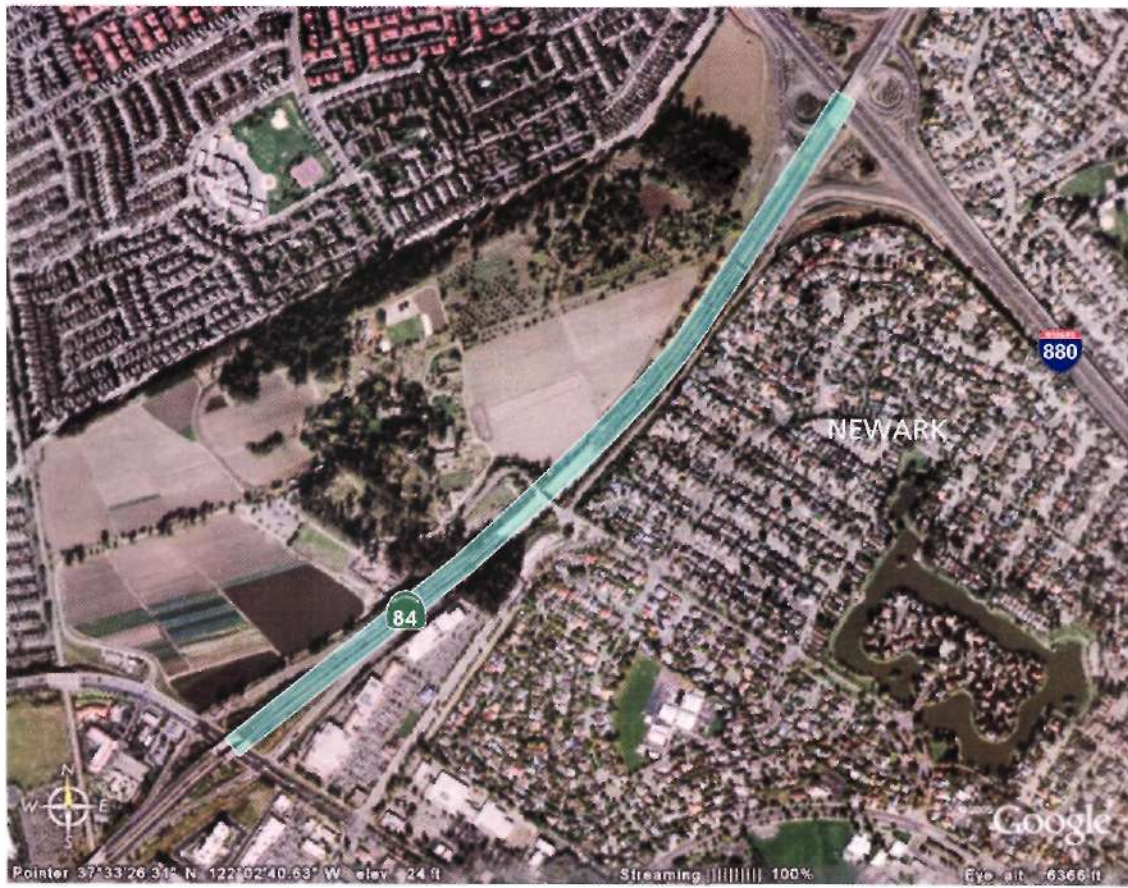
**Co-Sponsor: Caltrans**

**Project Manager: Matt Todd (510) 836-2560**

**Contact: Ron Klaalna (510) 286-4193**



## A-9: Rte 84 HOV Lane Extension



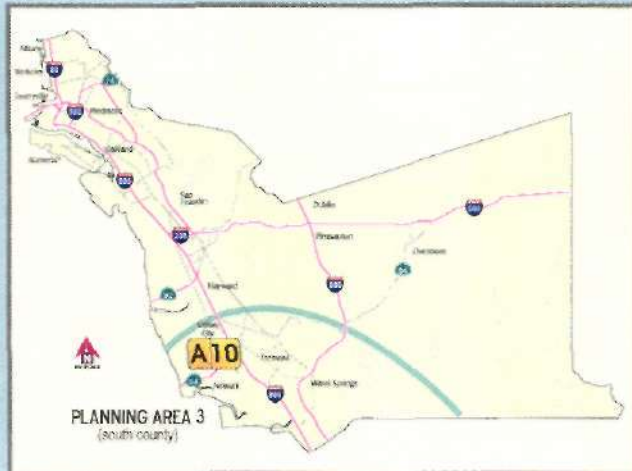
Limits of proposed SR-84 WB HOV extension



Printed 2/1/2006



# A-10: Rte 84 Ardenwood Park & Ride



## Project Status

Project is in the final stages of the PA&ED phase with the ED approved in August 05. Immediately following the approval of the ED (CE), the MTC approved additional allocation to fund the ROW and Design phases. The CMA released a request for proposal for design services in December 2005. The preliminary layout for the project is being refined based on discussions with the City of Fremont and the property owner.

## Project Need/Description

This project will provide an additional 100 parking stalls for commuters to relieve overflow at the existing park-and-ride lot and promote the use of AC Transit's Transbay transit services. The project will acquire ROW and expand the a Park & Ride commuter lot at the NW quadrant of SR-84/ Ardenwood Blvd. interchange. The new lot will be adjacent to, and is anticipated to be connected with, an existing Park & Ride lot owned by Caltrans. The intent of the final project is to consolidate both lots into one unified lot, to be owned, operated and maintained by AC Transit.

## Expenditure Plan Description

Project is fully funded by RM2.

### Funding Estimates

Fund Source	FY	Amount
RM2	2005	\$120,000
RM2	2006	\$1,520,000
RM2	2007	\$1,460,000
Total:		\$3,100,000

### Cost Estimates

Description	Amount
PA&ED	\$150,000
Design	\$290,000
Right-of-Way	\$1,200,000
Construction	\$1,460,000
Total:	\$3,100,000

## Project Schedule

Phase Description	Begin	End	04	05	06	07
Preliminary Engineering and Environmental	1/05	10/05				
Final Engineering/Plans, Specifications	11/05	8/06				
Right-of-Way	11/05	8/06				
Construction	10/06	6/07				



**Project Sponsor: ACCMA**

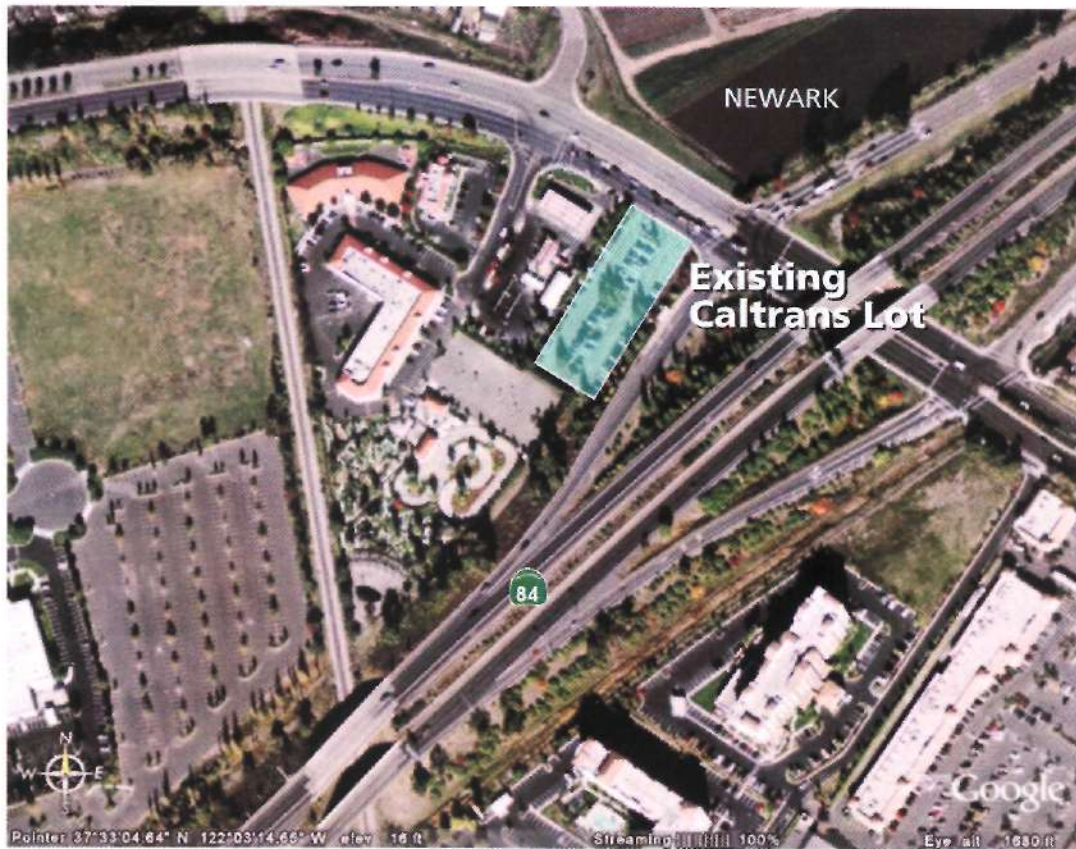
**Co-Sponsor: AC Transit**

**Project Manager:** Stefan Garcia (510) 836-2560

**Contact:** Anthony Bruzzone (510) 891-7175



## A-10: Rte 84 Ardenwood Park & Ride



Project site @ NW quadrant of SR 84/Ardenwood





# A-11: International/Telegraph Rapid Bus Corridor



## Project Status

Construction contracts for 34<sup>th</sup> Ave., Telegraph Ave., Broadway, and International Blvd. have been awarded. Construction is ongoing or complete for all contracts.

34th	complete
Broadway	90% complete
Telegraph	35% complete
E. 14th	20% complete

## Project Need/Description

The International-Telegraph corridor is approximately 20 miles long. It starts at the UC Berkeley campus, runs south on Telegraph, then to Broadway in Oakland and onto International/E.14th, and ends at Bay Fair Mall/BART in San Leandro. The corridor is the latest project within the SMART Corridors Program, and is a continuation of the successful collaboration between ACCMA, AC Transit, and local agencies implementing Rapid Bus lines along major transit corridors. The project will add SMART Corridors components and transit signal priority (TSP) as well as traffic signal modifications for AC Transit's new Rapid Bus line along the corridor.

## Expenditure Plan Description

The majority of funding for the INTEL project is provided by RM2 and Measure B funds, with AC Transit as the sponsor. AC Transit is also providing a small amount of federal funding for the project. In addition to the funding from AC Transit, ACCMA is providing CMA TIP funds as well as funding through several TFCA grants. Because the project includes federal funding, all procurement and contracting has been done following federal guidelines. Funding through AC Transit will primarily pay for Rapid Bus enhancements, while CMA TIP will fund Corridor enhancements, and TFCA will provide TSP hardware.

### Funding Estimates

Fund Source	FY	Amount
AC Transit (Local)	04-06	\$13,679,000
AC Transit (Fed/ Fed FTA)	04-06	\$700,000
CMA TIP	04-06	\$4,500,000
TFCA	04-06	\$1,395,000
Total:		\$20,274,000

### Cost Estimates

Description	Amount
Design	\$2,900,000
Construction & Construction Support	\$17,274,000
Total: \$20,274,000	

## Project Schedule

Phase Description	Begin	End	04	05	06
Planning/Scoping	11/04	1/05			
Preliminary Engineering and Environmental	1/05	6/05			
Final Engineering/Plans, Specifications	3/05	8/05			
Construction	7/05	12/06			



**Project Sponsor: ACCMA**

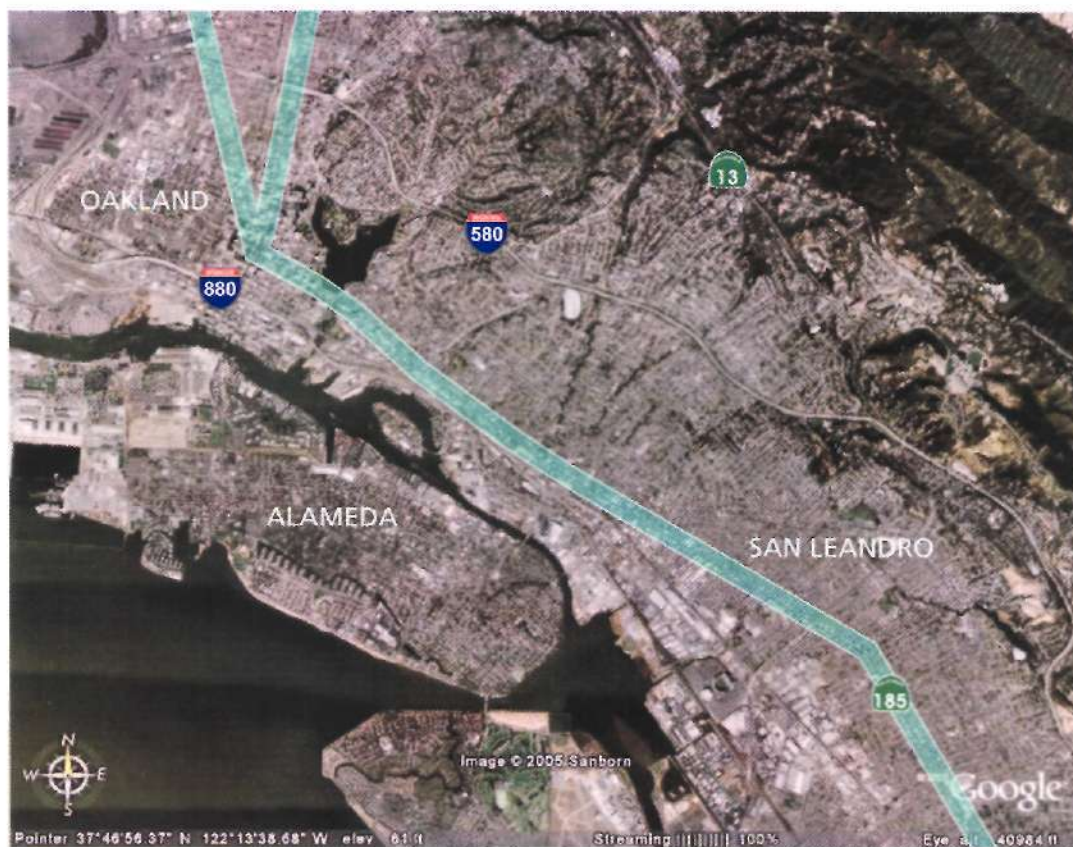
Project Manager: Cyrus Minoofar (510) 836-2560

**Co-Sponsor: AC Transit**

Contact: Jon Twichell (510) 891-4801



## A-11: International/Telegraph Rapid Bus Corridor



Alameda County, East Bay SMART Corridor



One of AC's new fleet operating in the corridor.

Printed 2/1/2006



# A-12: Misc. Soundwalls Construction



## Project Status

**I-580 (PA1): Oakland: 14th to Ardley Ave:** CMA Board approved CMA TIP funds for the project design in November 2005. Design RFP is scheduled to be released in January 2006.

**I-580 (PA2): San Leandro: Estudillo to 141st Ave:** CMA Board approved CMA TIP funds for the project design in November 2005. Design RFP is scheduled to be released in January 2006.

## Project Need/Description

**I-580 (PA1): Oakland: 14th to Ardley Ave:** It is proposed to construct a two segment sound wall in this area.

**I-580 (PA2): San Leandro: Estudillo to 141st Ave:** It is proposed to construct up to ten sound walls at various locations in this area.

## Funding Estimates

Fund Source	FY	Amount
STIP		\$8,300,000
CMA TIP		\$1,000,000
Unfunded		TBD
		<b>Total: TBD</b>

## Cost Estimates

Description	Amount
Environmental	TBD
PS&E	TBD
ROW	TBD
Construction	TBD
<b>Total: TBD</b>	

## Project Schedule

Phase Description	Begin	End	06	07	08
<b>PS&amp;E</b>					
Oakland - 14th to Ardley Ave	1/06	9/07			
San Leandro - Estudillo to 141 st Ave.	1/06	6/07			
<b>ROW</b>					
Oakland - 14th to Ardley Ave	TBD				
San Leandro - Estudillo to 141 st Ave.	1/06	6/07			
<b>Construction</b>					
Oakland - 14th to Ardley Ave	TBD				
San Leandro - Estudillo to 141 st Ave.	9/07	12/08			



**Project Sponsor: ACCMA**

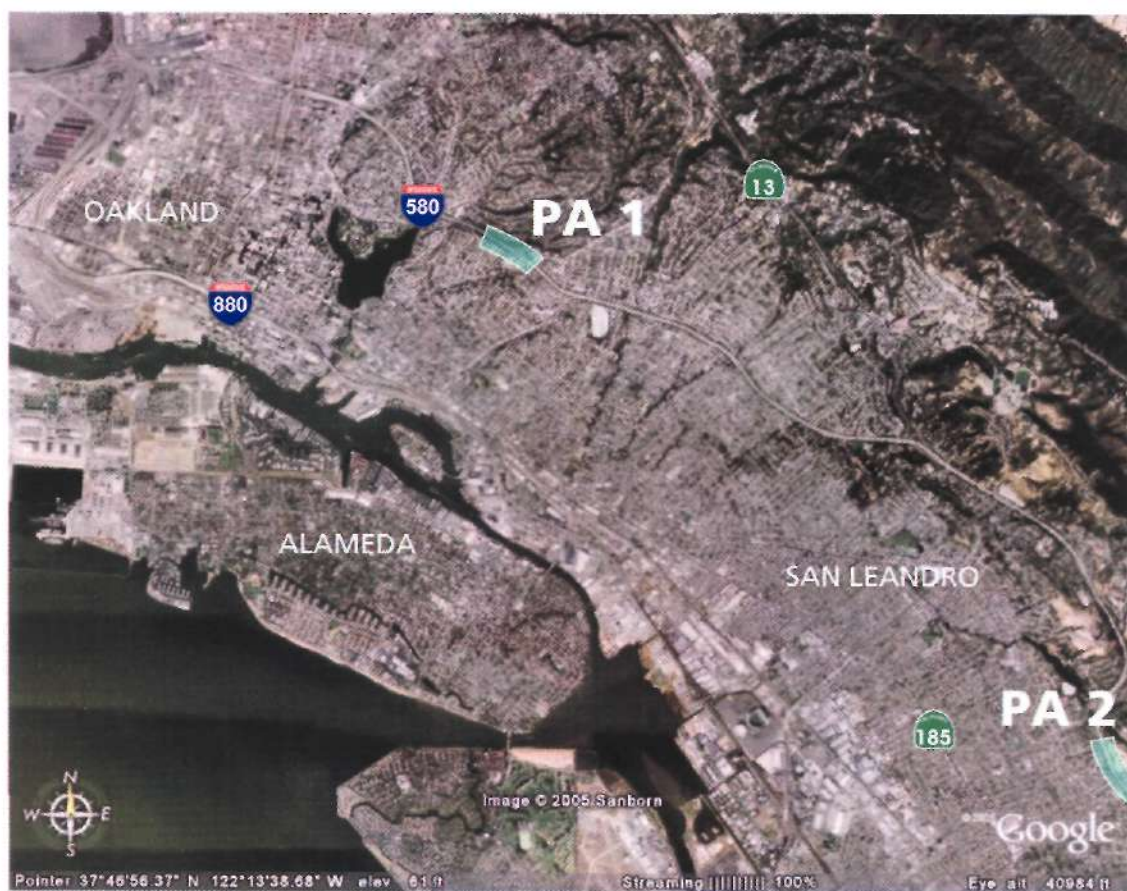
**Project Manager: Matt Todd**

**Co-Sponsor: Oakland, San Leandro**

**Contact: Ade Oluwasogo, Keith Gooden**



## A-12: Misc. Soundwalls Construction



Project Area



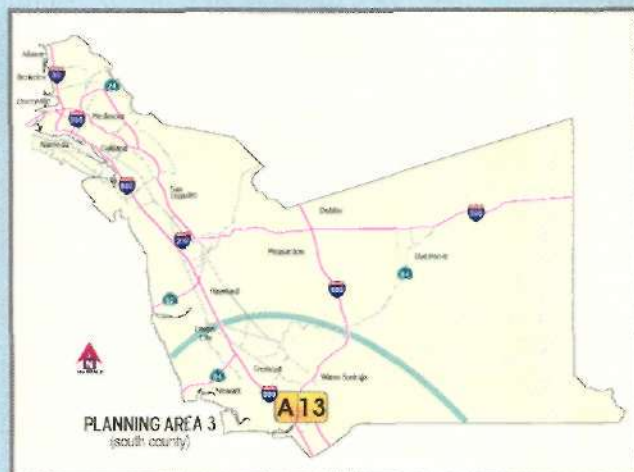
P 1



P 2



# A-13: I-680/880 Cross Connector PSR



## Project Status

The Alameda County Transportation Improvement Authority (ACTIA) funded a study jointly with the Santa Clara County Valley Transportation Authority (VTA) to study alternatives for the I-680/880 Cross Connector. The Study, approved in mid 2005 identified three corridors in Alameda County as candidates for further Study. The ACCMA has agreed to be the project sponsor for the next phase, developing a PSR for alternatives along Fremont Grimmer Corridor as described in the study.

## Project Need/Description

The project involves developing a cross connector between I-680 and I-880 in southern Alameda County along a corridor consisting of Fremont Boulevard and Grimmer Boulevard. An at grade and an elevated facility will be further evaluated in the Project Study Report (PSR) phase of the project. The ACCMA proposes to build upon the I-680/I-880 Cross Connector Study completed in May 2005 in order to complete the PSR stage of project development.

## Funding Estimates

Fund Source	FY	Amount
ACTIA		\$750,000
Total:		\$750,000

## Cost Estimates

Description	Amount
PSR	\$750,000
Total: \$750,000	

## Project Schedule

Phase Description	Begin	End	07	05	06	07	08	09
PSR	1/07	5/07						



**Project Sponsor: ACCMA**

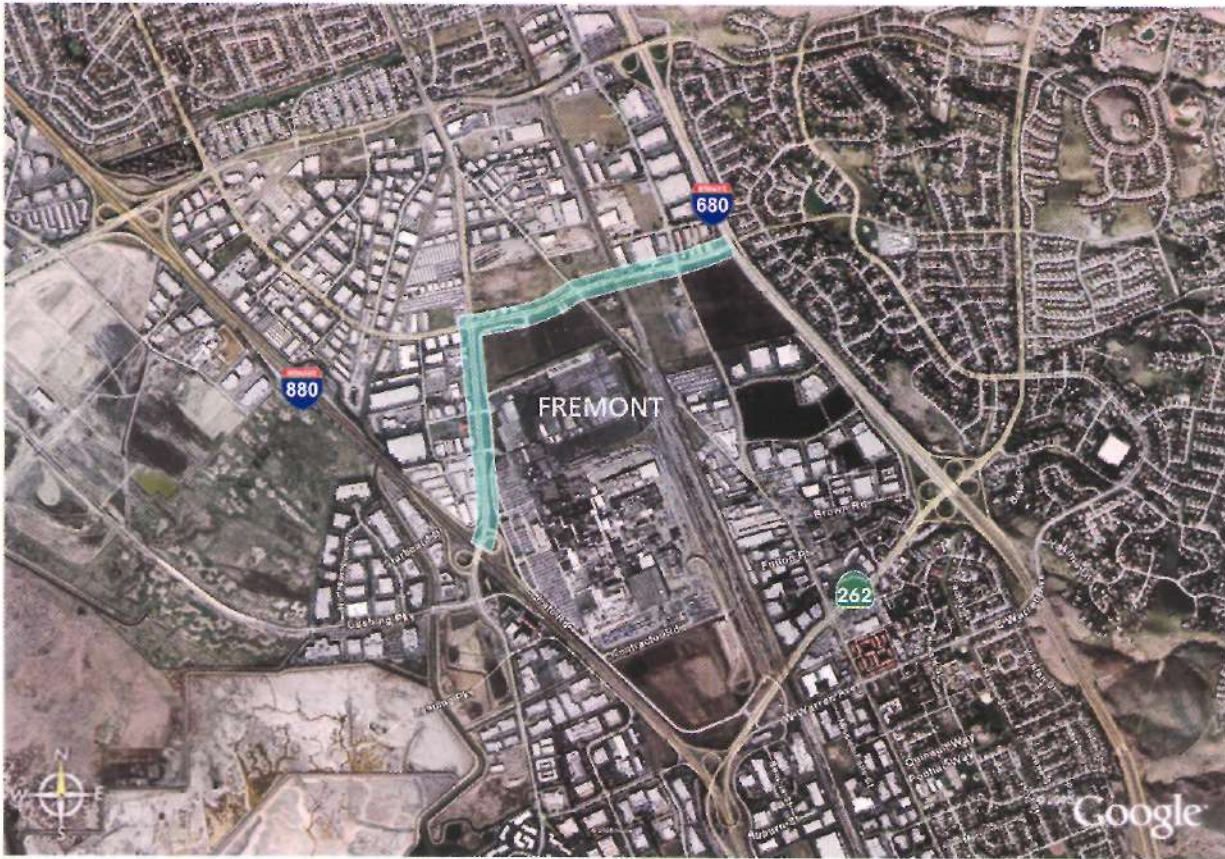
**Co-Sponsor: Caltrans, SCVTA, ACTIA**

**Project Manager: Matt Todd**

**Contact: Emily Landin-Lowe; John Ristow; Arthur Dao**



# A-13: I-680/880 Cross Connector PSR



Study Area



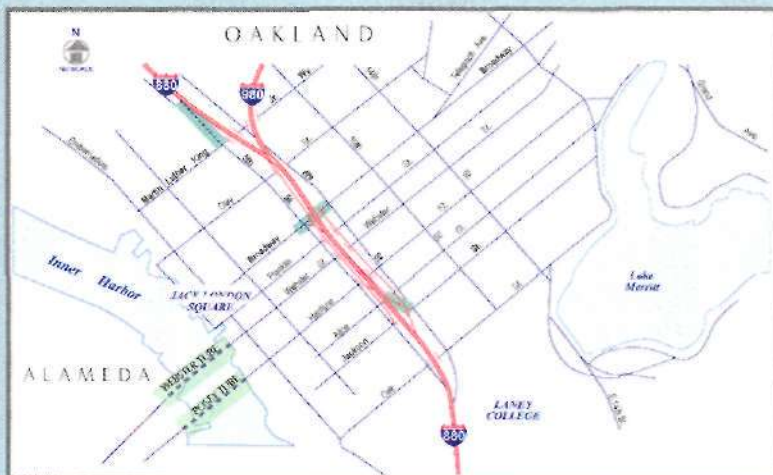
CMA Study Corridor



# Other Projects Group 2



# B-1: I-880/Broadway-Jackson Interchange



## Project Status

Caltrans prepared a PSR/PR and obtained environmental approval for a number of improvements. The cities of Alameda and Oakland are undertaking an additional feasibility study to identify alternate and/or additional improvements. The feasibility study started in 2004 and is expected to be complete in early 2006. A number of stakeholders working group meetings were held. A conceptual solution that includes a number of independent elements acceptable to the stakeholders is being finalized.

## Project Need/Description

The City of Alameda is pursuing improved connection between I-880 and the Webster-Posey tubes. Caltrans has previously identified improvements. The City is evaluating additional/alternative project elements including: modification of 5th Street to provide better connection between the Posey Tube and I-880, re-configuring of 6th Street, relocation of the I-880 NB Broadway off-ramps, new I-880 SB off ramp at Martin Luther King Way, elimination of the Jackson St/Broadway braided ramp and ITS improvements etc.

## Funding Estimates

Fund Source	FY	Amount
ACTIA	05/06	\$7,320,000
STIP-RIP	04/05	\$6,200,000*
STIP (future)	TBD	\$17,200,000
Total:		\$30,720,000

\* \$3.6M had been expended by the Caltrans PA/ED work

## Cost Estimates-to be developed upon completion of scoping study

Description	Amount

## Project Schedule

Phase Description	Begin	End	03	04	05	06
Scope	1/03	3/06				
PE/Environmental	TBD					
Design	TBD					
Right-of-Way	TBD					
Construction	TBD					



**Project Sponsor:** City of Alameda

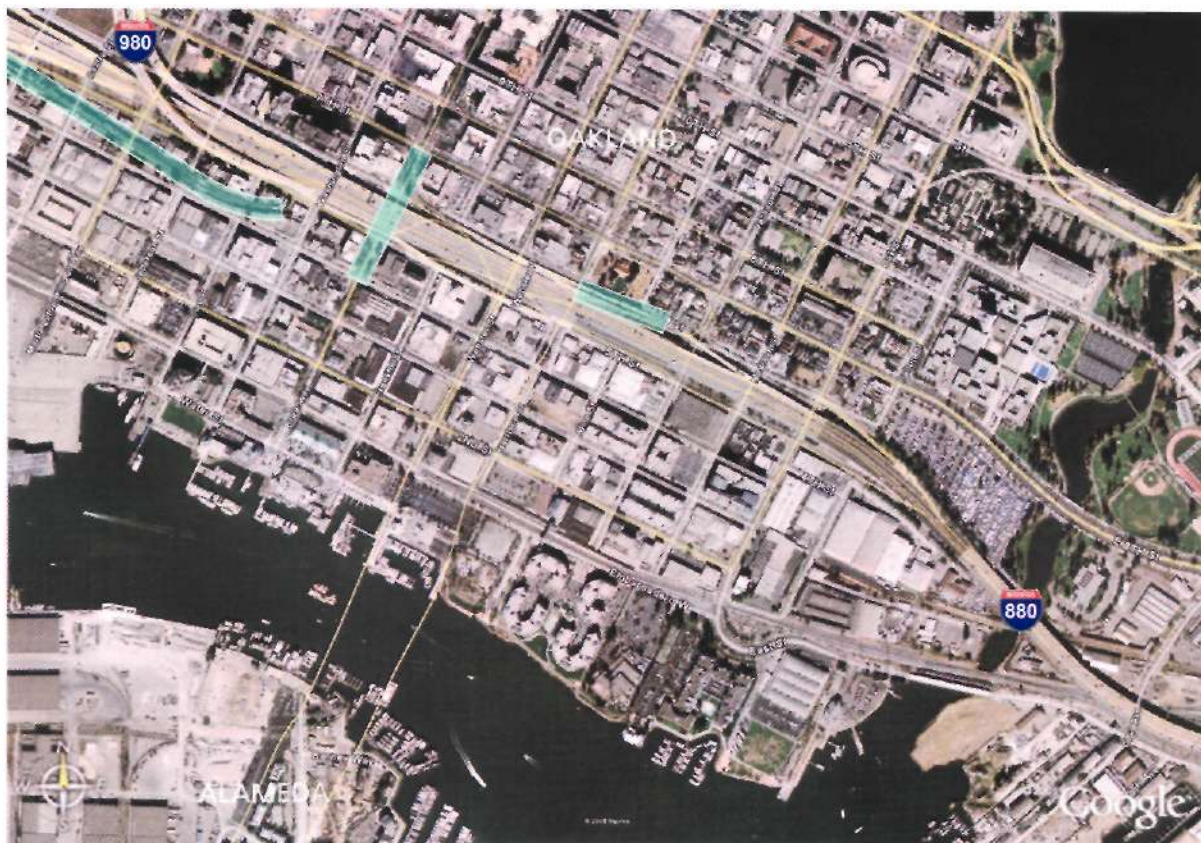
**Co-Sponsor:** City of Oakland, ACTIA, Caltrans

**Project Manager:** Barbara Hawkins

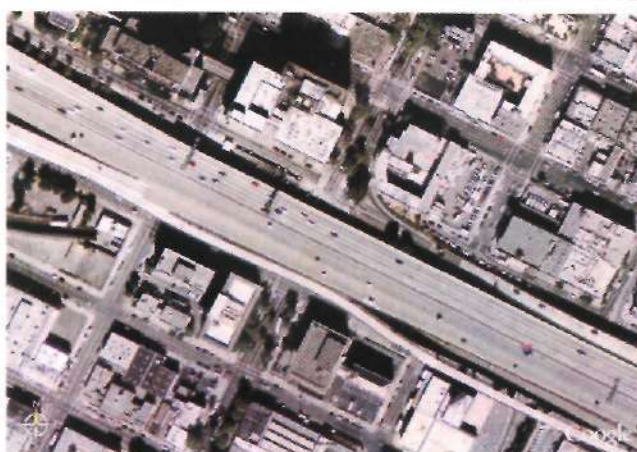
**Contact:** Natalie Fay, Arthur Dao, Stan Gee



## B-1: I-880/Broadway-Jackson Interchange

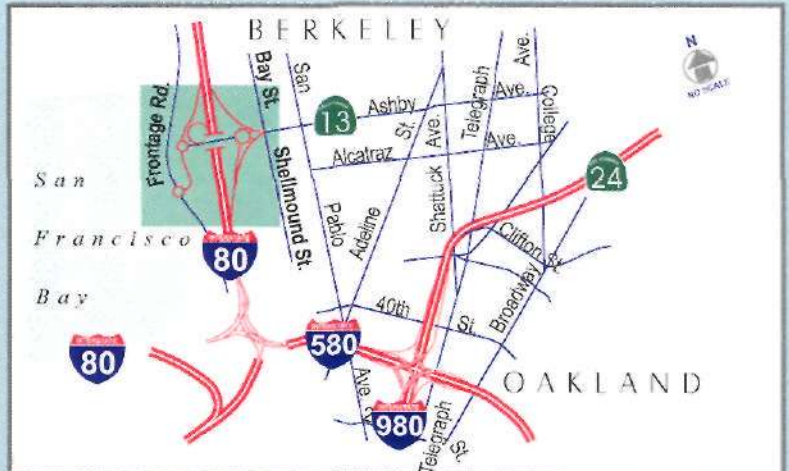


Proposed Study Area





## B-2: I-80/Ashby-Shellmound Interchange



### Project Status

A consultant is currently preparing a supplemental PSR that identifies a roundabout alternative. When the PSR is completed in mid 2006, an environmental document/Project Report will be prepared if funding is available.

### Project Need/Description

The project will provide congestion relief for local roadways by modifying the I-80/Ashby-Shellmound Interchange and the local roadway network in the area. Caltrans had previously approved a PSR but the City of Emeryville would want to explore additional alternatives. The current roundabout alternative will modify freeway ramps and reconfigure the local roadway network by utilizing roundabouts. There will also be a Class 1 Bicycle-Pedestrian path that connects the Shellmound area to the shoreline.

### Funding Estimates

Fund Source	FY	Amount
The project will be funded with a combination of State and Local funds; split to be determined.		

### Cost Estimates

Description	Amount
Supplemental PSR	\$250,000
PAVED	\$520,000
PS&E	\$2,400,000
Construction Admin	\$2,400,000
Construction (24 months)	\$24,000,000
<b>Total:</b>	<b>\$29,570,000</b>

Estimated Construction cost includes Right-of-Way contingency of \$1 million.

### Project Schedule

Phase Description	Begin	End	05	06	07	08	09	10
Supplemental PSR	2/05	4/06						
PAVED*	5/05	4/07						
PS&E*	1/07	1/08						
Construction Admin*	7/08	7/10						
Construction (24 months)*	7/08	7/10						

\* assumes that funding is available



**Project Sponsor:** City of Emeryville

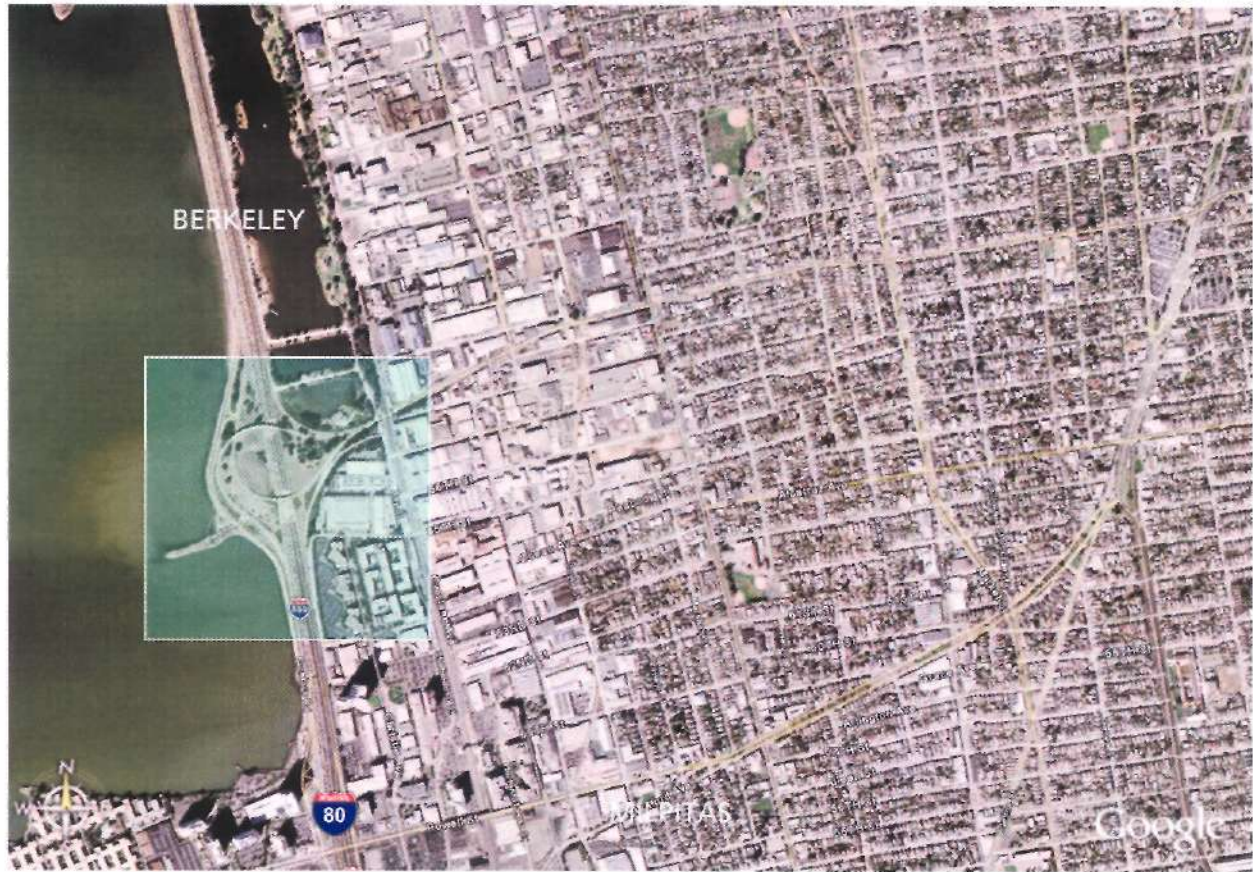
**Project Manager:** Hank Van Dyke

**Co-Sponsor:** Caltrans

**Contact:** Cheryl Nevares



## B-2: I-80/Ashby-Shellmound Interchange

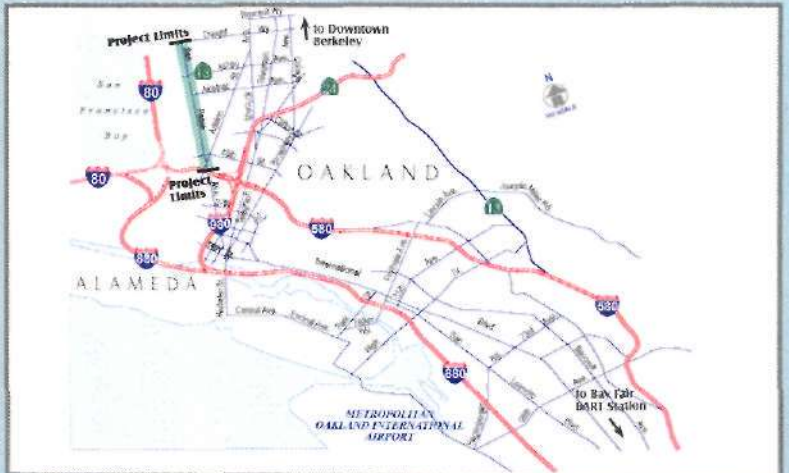
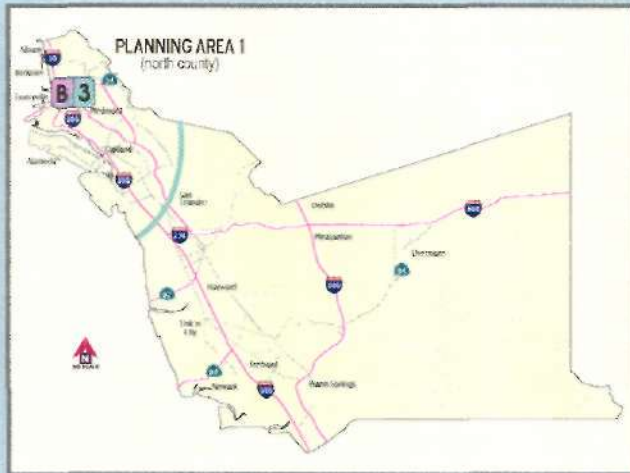


Study Area





## B-3: San Pablo Roadway Rehab



### Project Status

The project is currently under construction and is expected to be completed in fall 2006.

### Project Need/Description

The project provides for the rehabilitation of San Pablo Avenue (SR 123) from Route 580 to the Contra Costa County line. Work includes pavement rehabilitation, sidewalk repair, ADA upgrade, and signal modifications. Traffic cameras installed as part of the SMART corridor project managed by the CMA was also funded by and considered as part of this project.

### Funding Estimates

Fund Source	FY	Amount
SHOPP	03/04	\$9,100,000
		Total: \$9,100,000

### Cost Estimates

Description	Amount
Project Development	\$1,400,000
Construction	\$7,700,000
Total: \$9,100,000	

### Project Schedule

Phase Description	Begin	End	04	05	06	07	08	09
Construction	12/04	10/06						

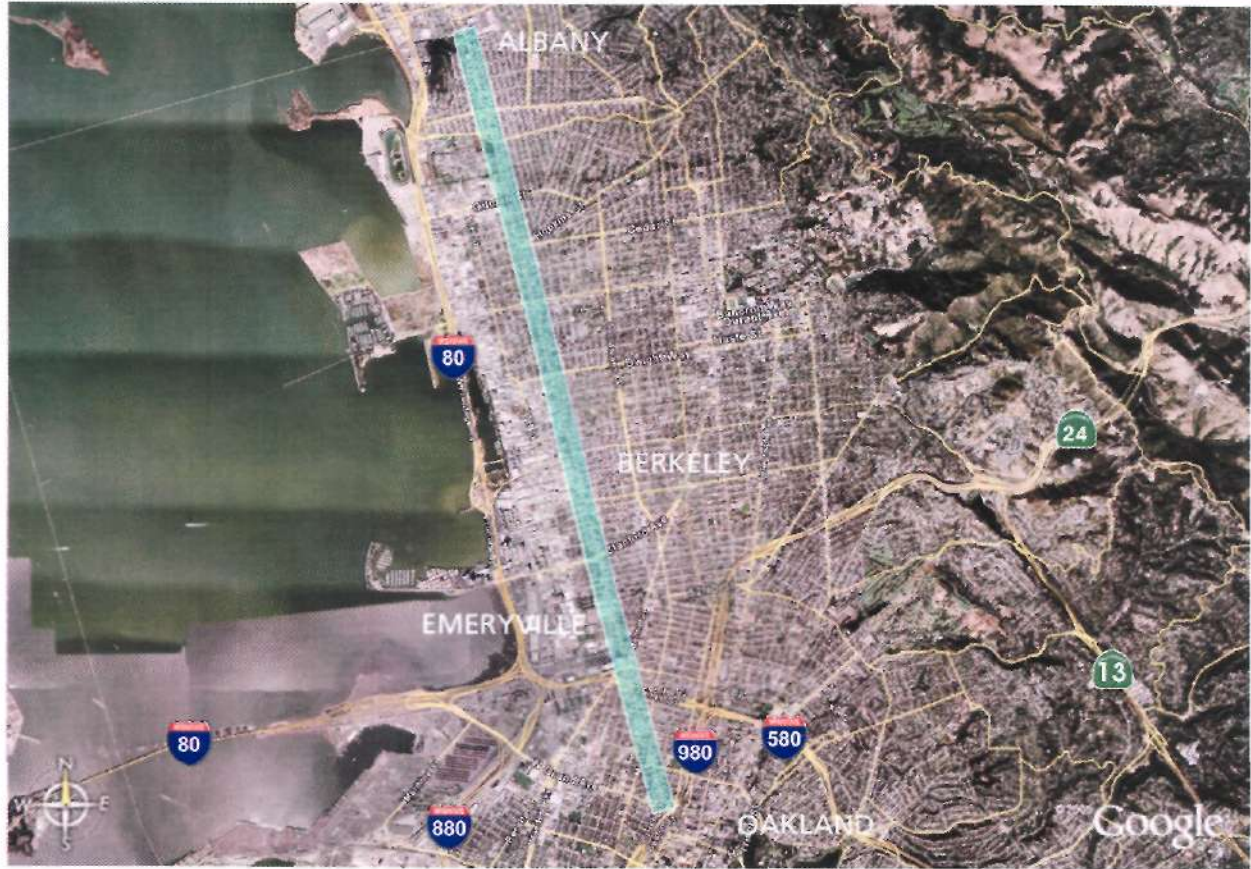


**Project Sponsor: Caltrans**

Project Manager: Cheryl Nevares



## B-3: San Pablo Roadway Rehab



Project Area





# B-4: Caldecott Improvement Project (4th Bore)



## Project Status

Tunnel geotechnical investigation and preliminary design, as well as cost estimates for the 2- and 3-lane alternatives have been completed. Several technical studies to support the Draft Project Report (DPR) and Draft Environmental Document (DED) have been completed and refinements are being made to some studies in preparation of the release of the DED in May 2006.

## Project Need/Description

Construct a fourth bore with two traffic lanes to match the through-lane capacity on both sides of the tunnel, and thereby significantly reduce delays and improve the predictability of travel in the non-peak direction. Final project will be subject to compliance with the California Environmental Quality Act (CEQA).

## Funding Estimates

Fund Source	FY	Amount
TCRP		\$20,000,000
ITIP		\$18,000,000
RM2		\$50,000,000
RIP		\$31,000,000
Measure J		\$125,000,000
SAFETEA		\$1,600,000
TBD		\$144,400,000
Total:		\$390,000,000

## Cost Estimates (for a 2-lane tunnel)

Description	Amount
Environmental/PA&D	\$18,000,000
PS&E	\$23,000,000*
Right-of-Way	\$1,000,000
Construction/Operating	\$346,000,000
Total: \$390,000,000	

\* this estimate to be confirmed based on a bottoms-up approach, to be finalized by mid-February

## Project Schedule

Phase Description	Begin	End	02	03	04	05	06	07	08	09	10	11	12
Environmental/PA&ED	12/02	11/06											
PS&E	1/06	12/08											
Right-of-Way	1/07	12/08											
Construction/Operating	1/09	12/12											



**Project Sponsor: Caltrans**

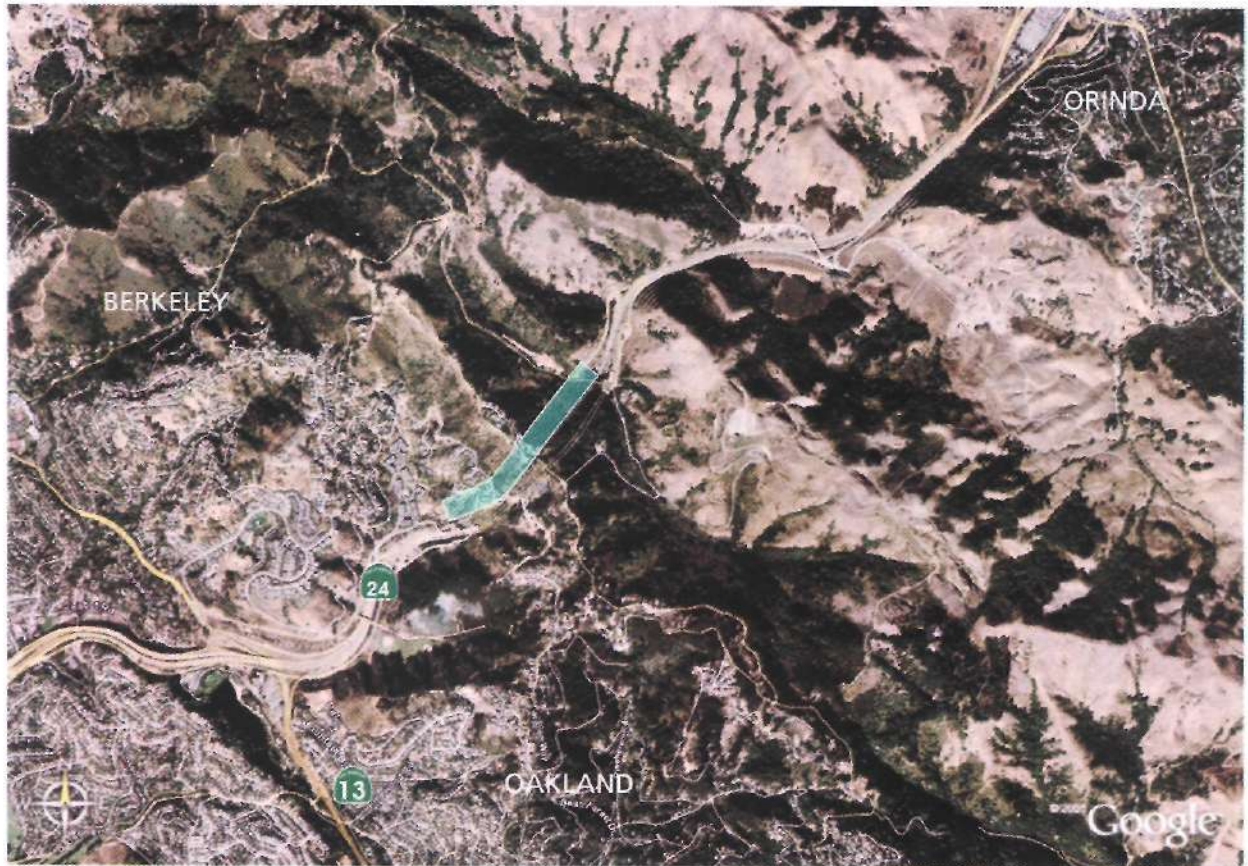
**Co-Sponsor: CCA**

Project Manager: Cristina Ferraz

Contact: Paul Maxwell (925) 407-0128



## B-4: Caldecott Improvement Project (4th Bore)



Proposed Study Area





**B-5: I-680 NB****Project Status**

Caltrans completed the project report and environmental document (ND/FONSI) in June 2005 and a Notice of Determination (NOD) was filed in November 2005. The City of Pleasanton filed a lawsuit contesting the adequacy of the approved environmental document. In particular, it claimed that the document did not fully address potential traffic impacts of the project.

**Project Need/Description**

The project proposes the construction of a High Occupancy Vehicle (HOV) lane from Route 237 to Route 84, auxiliary lanes, and installation of ramp metering. This is expected to reduce traffic congestion along northbound I-680 from Route 237 in Milpitas to Stoneridge Drive Interchange in Pleasanton. The project will be constructed in phases. Phase 1 of the project will construct a HOV with limited shoulders. The full project will provide for a 4-ft buffer for the HOV lanes and full standard shoulders.

**Funding Estimates**

Fund Source	FY	Amount
STIP (ITP)		\$33,020,000
RIP		\$50,000,000
TCRP		\$2,000,000
ACTIA		\$17,500,000
Total:		\$102,520,000

**Cost Estimates**

Description	Amount
PE/Environmental	\$4,000,000
Design	\$6,000,000
ROW	\$500,000
Construction	92,020,000
Total: \$102,520,000	

**Project Schedule**

Phase Description	Begin	End	04	05	06	07	08	09	10	11	12
Environmental	2004	11/05									
Design	7/07	11/09									
ROW	8/08	7/09									
Construction	2010	2012									

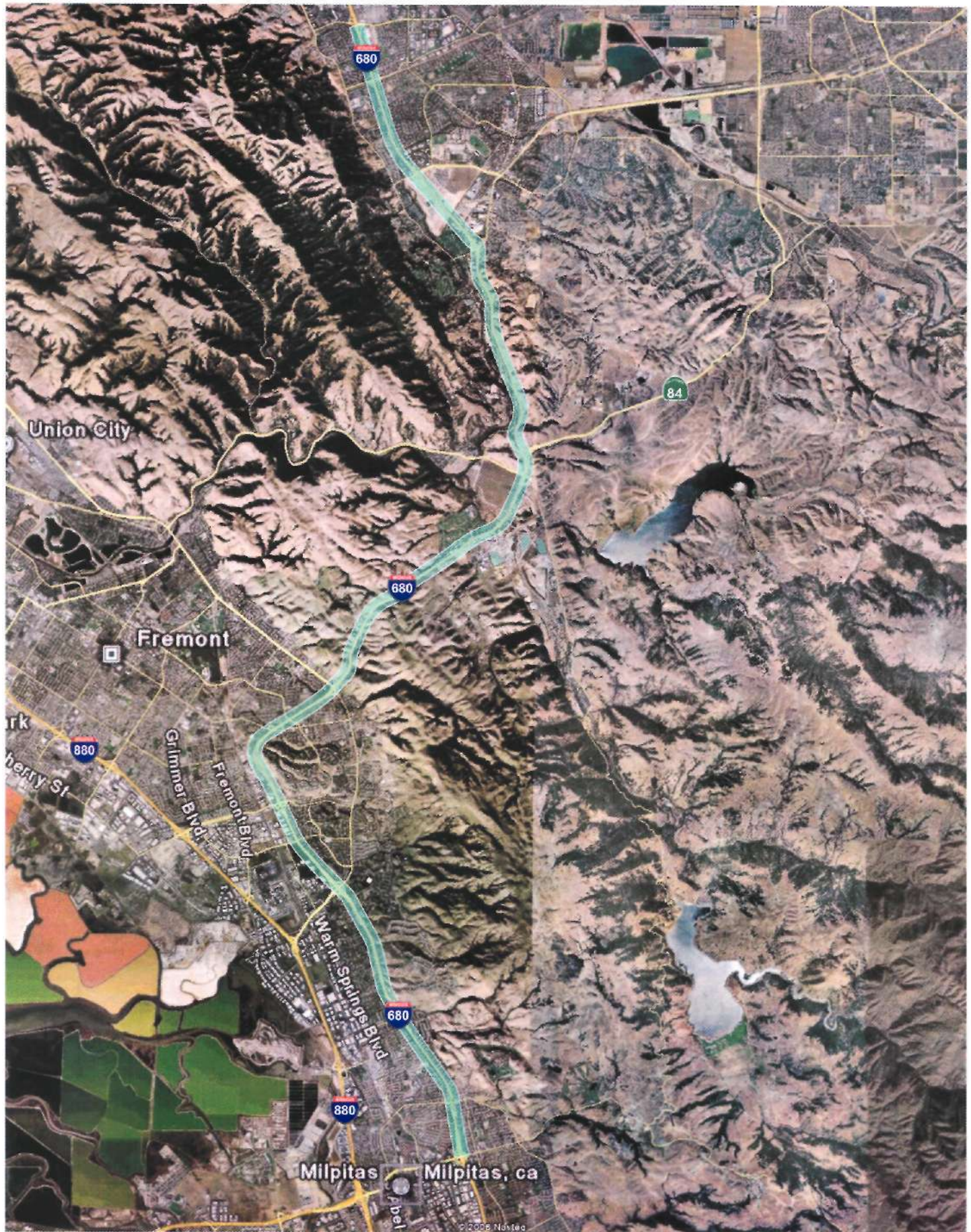
**Project Sponsor: Caltrans**

Project Manager: Emily Landin-Lowe

**Co-Sponsor: SCVTA, ACTIA**

Contact: John Ristow, Arthur Dao





Proposed Study Area

Printed 2/1/2006



# B-6: Fremont Grade Separation



## Project Status

The project design is complete. Demolition of existing buildings is complete and the contractor is focusing on grading and drainage work. Utility relocation work is also ongoing.

## Project Need/Description

The project will elevate Washington Boulevard over the existing UPRR and proposed BART tracks and depress Paseo Padre Parkway under the existing UPRR and proposed BART tracks. Approximately 1.5 miles of railroad track will be relocated to facilitate the project. The project will enable the proposed BART extension to operate at-grade and avoid any disruption to traffic through the area.

## Funding Estimates

Fund Source	FY	Amount
RTIP		\$8,441,000
Fremont Local (TIF, ROA, Gas Tax)		\$37,697,000
CMA TIP		\$1,745,000
ACTA Measure B		\$15,000,000
RM2		\$10,000,000
Total:		\$72,883,000

## Cost Estimates

Description	Amount
ENV/PA&ED	\$730,000
PS&E	\$7,501,000
ROW	\$23,500,000
Construction	\$41,152,000
Total: \$72,883,000	

## Project Schedule

Phase Description	Begin	End	00	01	02	03	04	05	06	07	08	09
PE/ED	2/00	4/01										
Design	8/02	12/05										
ROW	6/02	6/06										
Construction	7/05	4/09										



**Project Sponsor: City of Fremont**

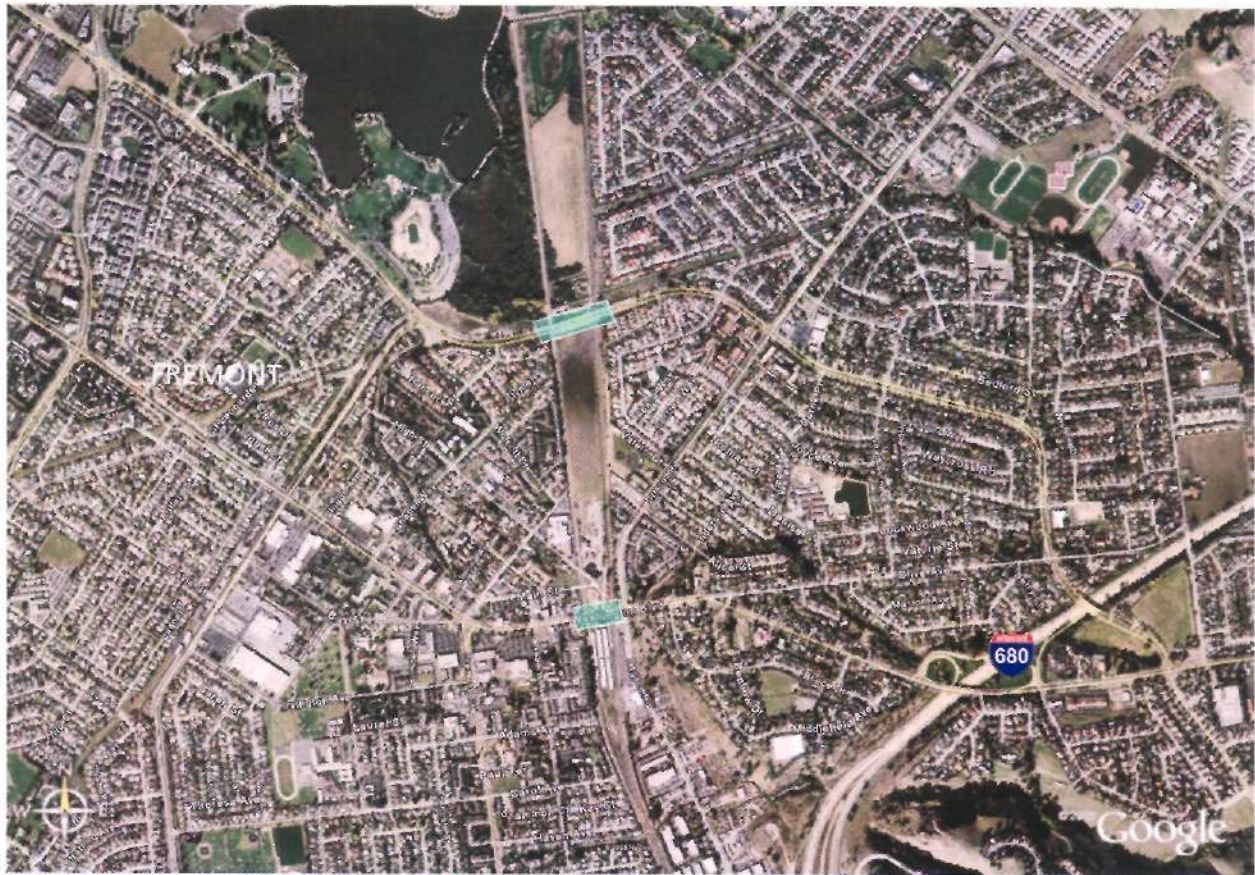
Project Manager: Jim Pierson

**Co-Sponsor: ACTA**

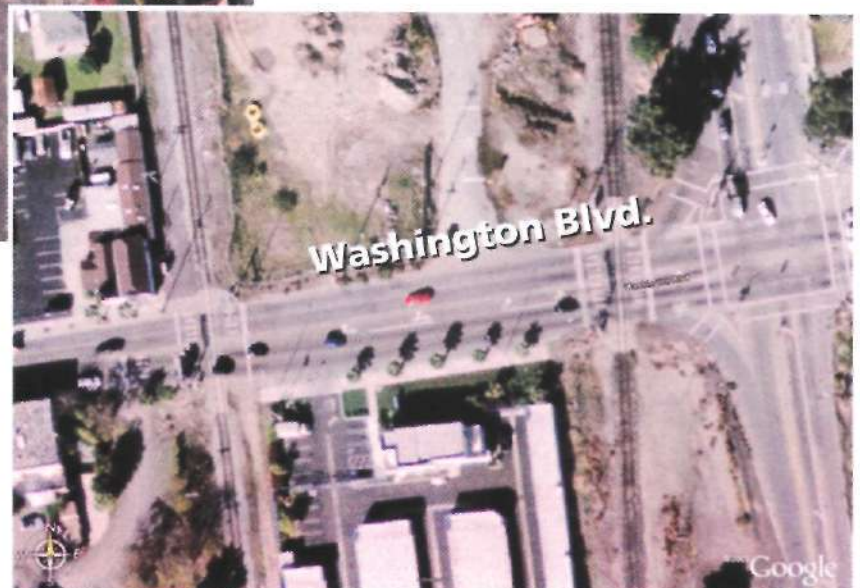
Contact: Arthur Dao



## B-6: Fremont Grade Separation



Proposed Study Area





# B-7: I-880 Mission Interchange



## Project Status

Construction for the interchange phase of the project (Phase 1A) has begun. Preliminary engineering for Phase 1B (Mission Boulevard railroad bridges and Kato Road ramps) is underway. Full funding for Phase 1B construction is not currently available. Coordination with Santa Clara Valley Transportation Authority (BART to San Jose) and Fremont (to define an acceptable UPRR alternative) is ongoing. Phase 2 of the project will include the railroad grade separation at Warren Avenue. Phase 2 has separate environmental clearance through a Statutory Exemption.

## Project Need/Description

The project will reconstruct the Route 262/I-880 Interchange, widen I-880 from south of Fremont Boulevard to Dixon Landing Road, and re-stripe I-880 between Dixon Landing Road and Route 237 (in Santa Clara County).

## Funding Estimates\*

Fund Source	FY	Amount
ACTA Measure B	05/06	\$7,800,000
City of Fremont Local	05/06	\$22,800,000
SHOPP	05/06	\$6,190,000
STIP	05/06	\$63,850,000
TEA 21	05/06	\$7,040,000
Pre-ISTEA	05/06	\$3,200,000
<b>Total:</b>		<b>\$110,900,000</b>

\* For Phase 1A only, Funding for Phases 1B and 2B TBD

## Cost Estimates

Description	Amount
Environmental Clearance	\$1,600,000
Design	\$13,570,000
Right-of-Way	\$36,000,000
Construction 1A	\$72,000,000
Construction 1B	\$43,000,000
Total: \$166,170,000	

## Project Schedule

Phase 1A		Begin	End	98	99	00	01	02	03	04	05	06	07	08
Environmental Clearance	1/98	1/02												
Design	1/01	6/03												
Right-of-Way	6/03	12/04												
Construction	4/05	12/08												
Phase 1B and 2		Begin	End	98	99	00	01	02	03	04	05	06	07	08
Environmental Clearance	1/98	1/02												
Design		TBD												
Right-of-Way		TBD												
Construction		TBD												



**Project Sponsor:** Caltrans

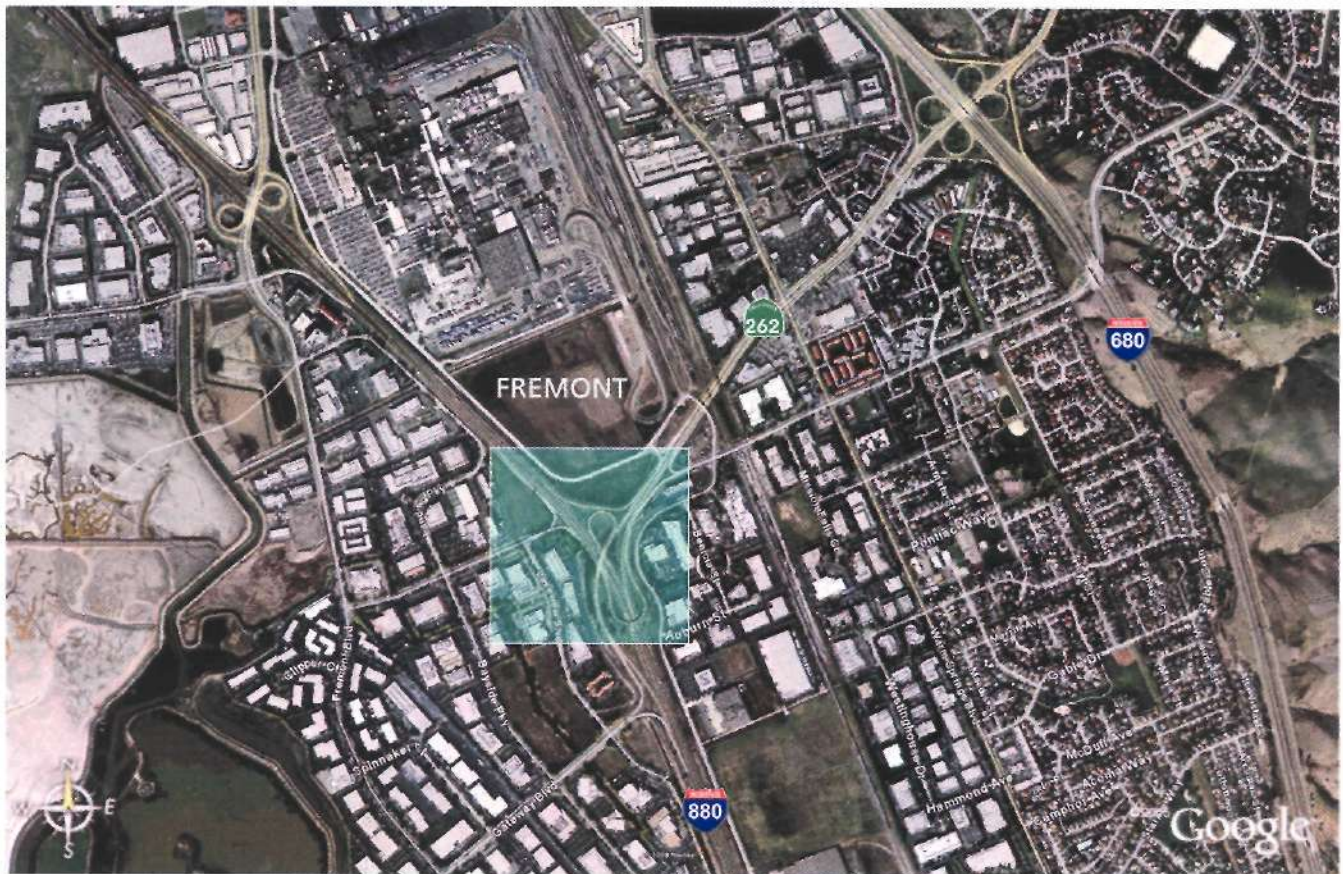
**Project Manager:** Emily Landin-Lowe

**Co-Sponsor:** SCVTA, ACTIA

**Contact:** John Ristow, Arthur Dao



## B-7: I-880 Mission Interchange

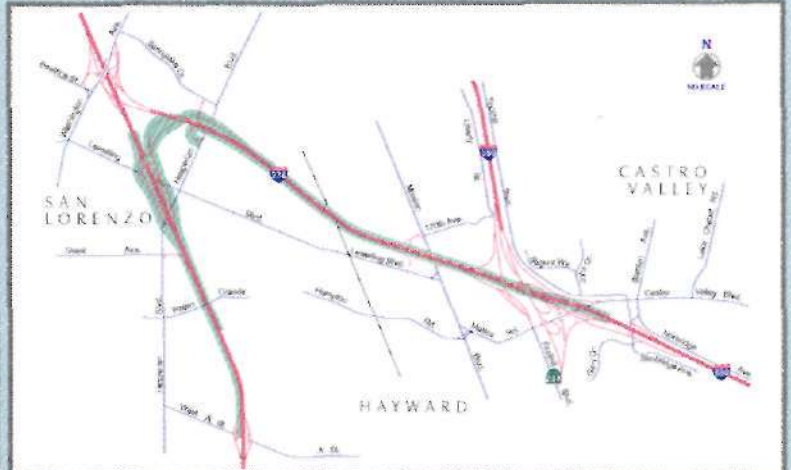


Proposed Study Area





# B-8: I-238 Widening



## Project Status

Design is complete. Construction advertisement is scheduled for February 20, 2006 and construction will begin in summer 2006.

## Project Need/Description

The project will widen I-238 between I-580 and I-880 from four to six lanes and will add auxiliary lanes between local access interchanges on I-238. Auxiliary lanes on I-880 northbound will also be constructed from Hacienda to I-238, and southbound from I-238 to A St. The project will also reconstruct and widen the northbound I-880 to southbound I-238 connector from one to two lanes.

## Funding Estimates

Fund Source	FY	Amount
ACTA Measure B		\$85,288,000
STIP		\$6,896,000
SHOPP		\$19,116,000
STP/CMAQ		\$17,500,000
SAFETEA-LU		\$800,000
Total:		\$129,600,000

## Cost Estimates

Description	Amount
Prelim Engr/Env	\$3,000,000
Design	\$13,000,000
Right-of-Way	\$2,000,000
Construction & Construction Support	\$111,600,000
Total: \$129,600,000	

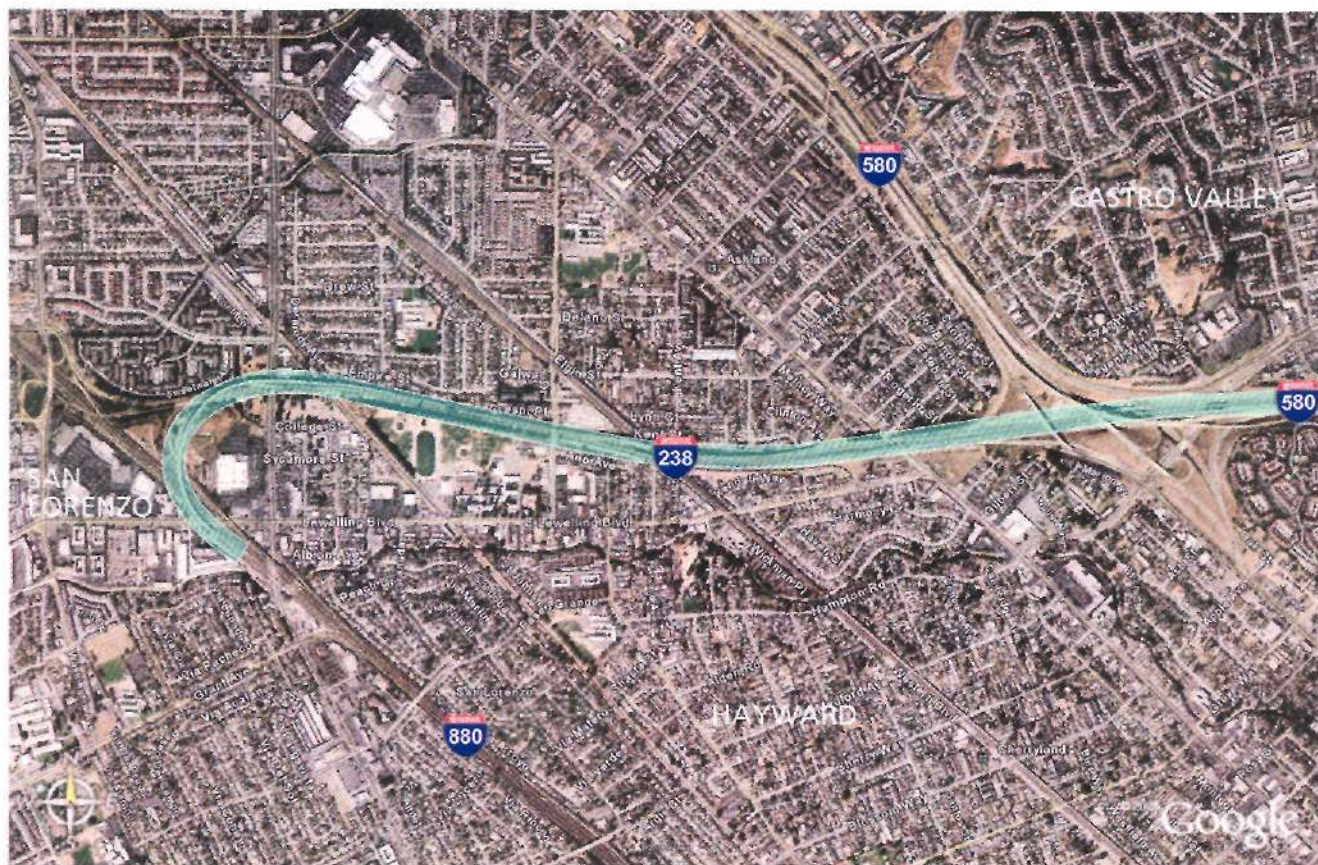
## Project Schedule

Phase Description	Begin	End	98	99	00	01	02	03	04	05	06	07	08	09	10
Prelim Engr/Env	2/98	4/04													
Design	2/02	2/06													
Right-of-Way	4/04	2/06													
Construction & Construction Support	6/06	6/10													





## B-8: I-238 Widening

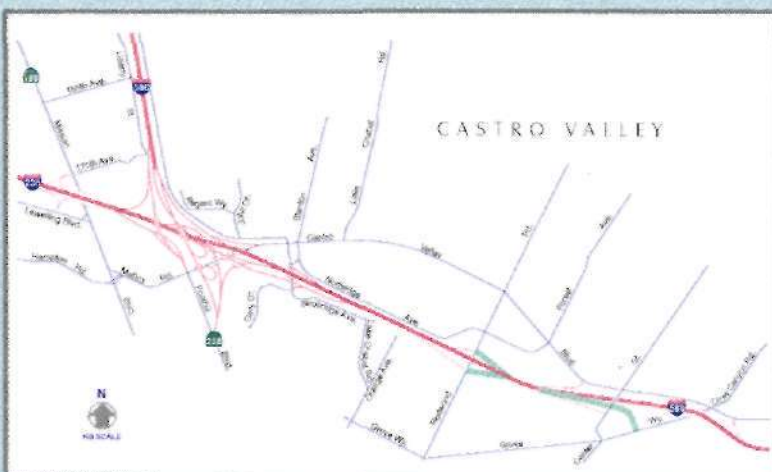


Project Area





# B-9: I-580/Castro Valley Interchange



## Project Status

Project Study Report was approved by Caltrans in January 2005. Environmental clearance is underway and the draft IS/EA is expected to be circulated in February 2006. Risk design is being undertaken concurrent with the preparation of the environmental document.

## Project Need/Description

The project proposes several ramp improvements including, a new westbound off-ramp from I-580 to Redwood Road and a new eastbound on-ramp from Redwood Road to I-580. The existing eastbound I-580 off-ramp to Center Street will be replaced by a new eastbound off-ramp to Grove Way and the existing westbound on-ramp from Castro Valley Blvd. to I-580 will be removed.

## Funding Estimates

Fund Source	FY	Amount
ACTIA Measure B	Multiple	\$11,260,000
ACTA Measure B	Multiple	\$15,000,000
SAFE TEA-LU	07/08	\$960,000
Local	07/08	\$1,700,000
<b>Total:</b>		<b>\$28,920,000</b>

## Cost Estimates

Description	Amount
Environmental	\$1,310,000
Design	\$2,100,000
Right-of-Way	\$8,535,000
Construction	\$17,000,000
<b>Total: \$28,945,000</b>	

## Project Schedule

Phase Description	Begin	End	04	05	06	07	08	09
Environmental	6/04	7/06						
Design	6/05	1/07						
Right-of-Way	7/05	12/07						
Construction	3/08	12/09						



**Project Sponsor: Alameda County**

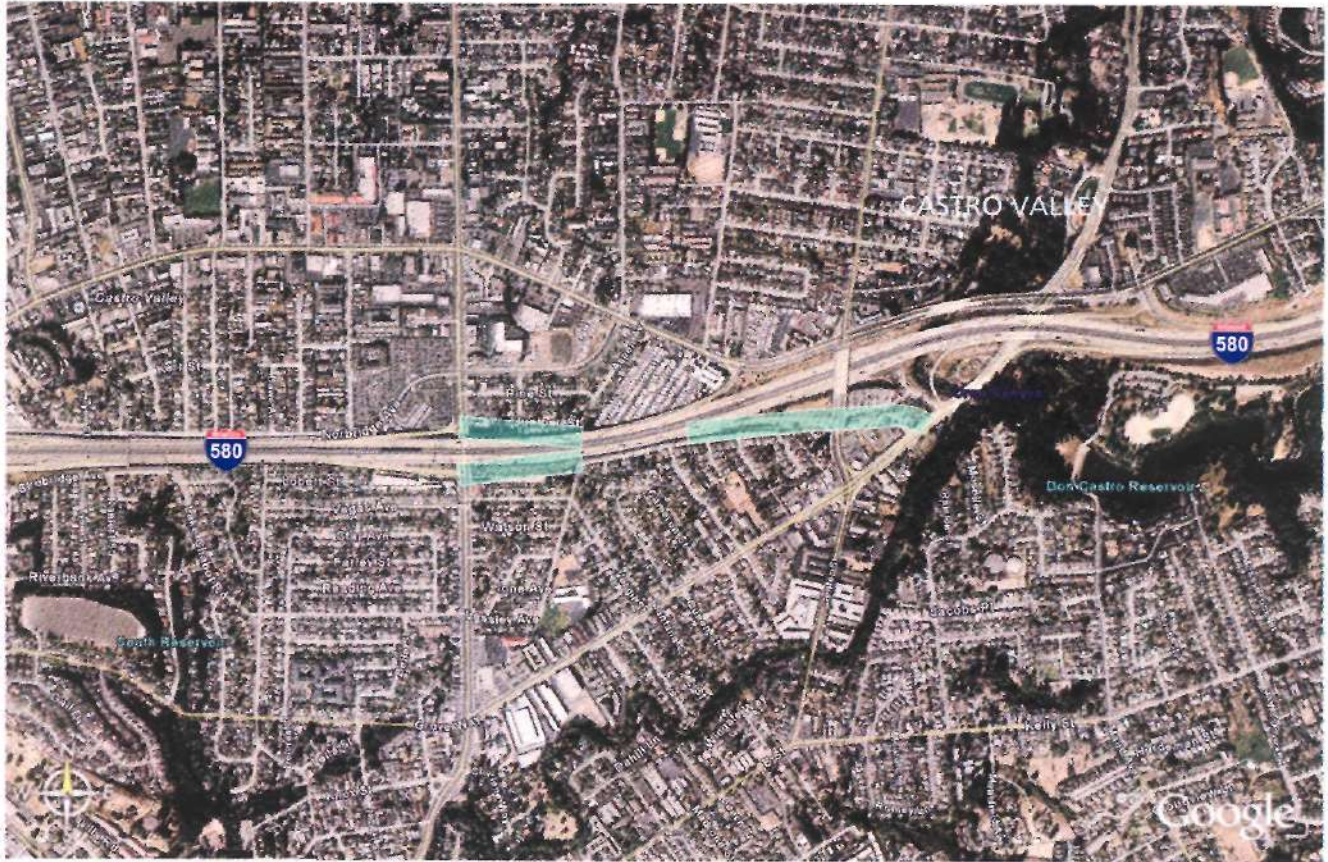
**Co-Sponsor: ACTIA**

Project Manager: Art Carrera

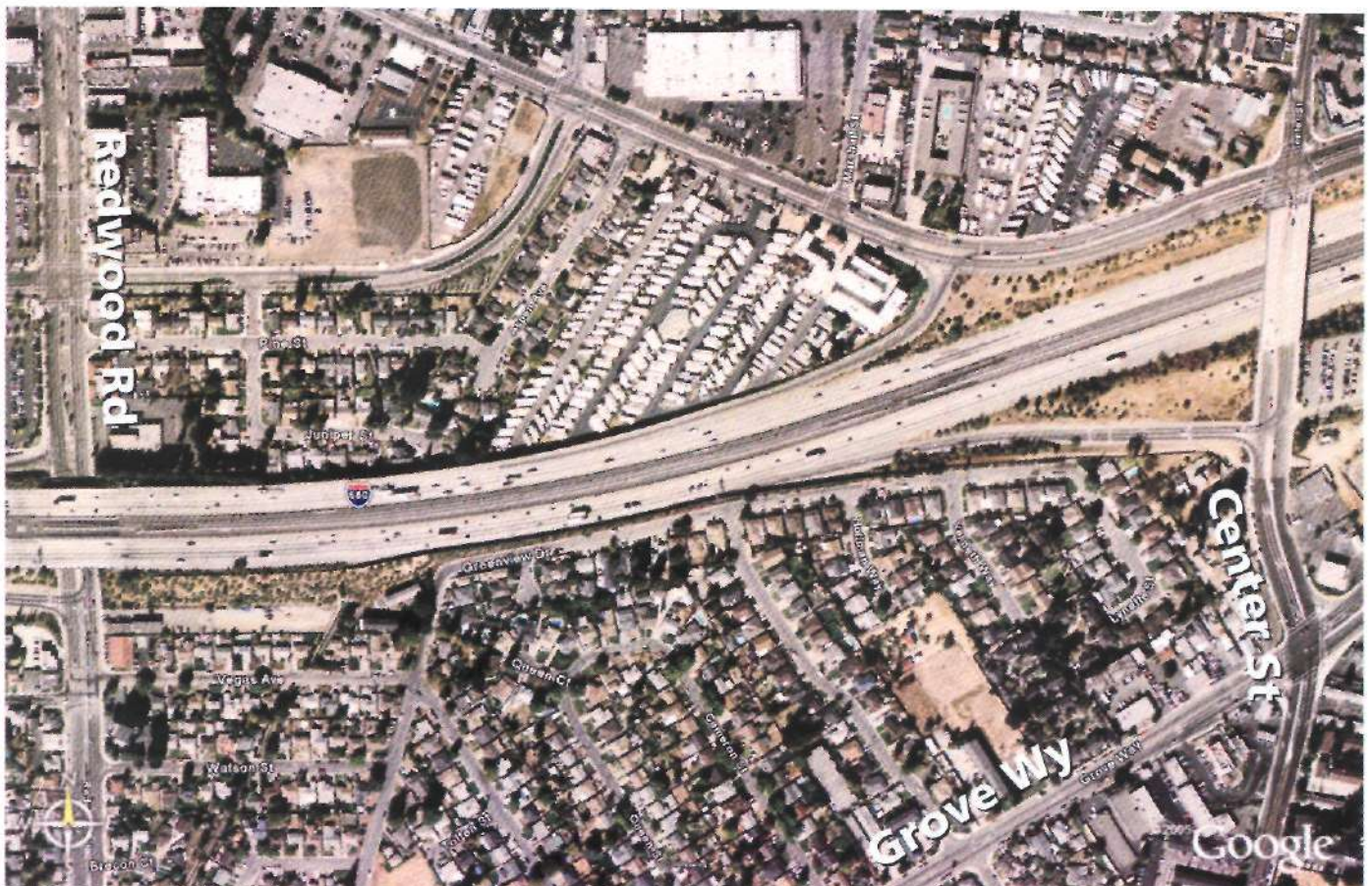
Contact: Arthur Dao



## B-9: I-580/Castro Valley Interchange

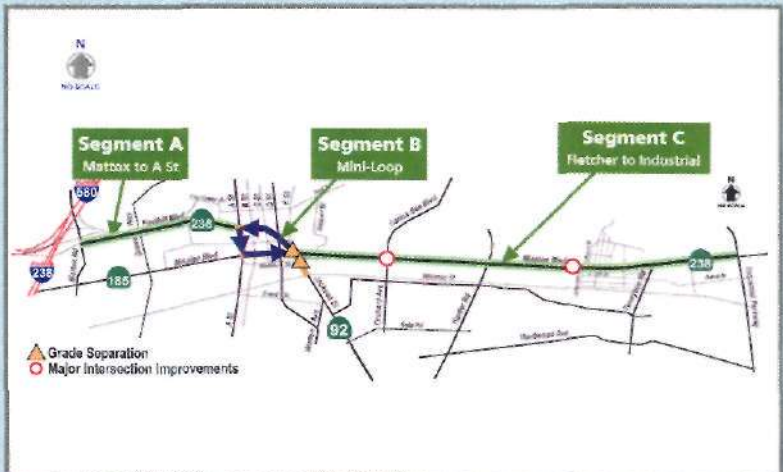


Project Study Area





# B-10: Rte 238 Corridor Improvements



## Project Status

The City of Hayward has initiated the environmental process for the project. The Notice of Preparation for the Environmental Impact for the Route 238 Corridor Improvement Project was issued on November 21, 2005 and the comment period on the project will close on January 2, 2006. Environmental studies are commencing.

## Project Need/Description

The project is intended to improve traffic conditions along Foothill and Mission Boulevards between I-580 and Industrial Parkway and provide some of the congestion relief benefits that were previously proposed by the Hayward Bypass project. The project includes:

**Segment A:** 3 lanes plus 4<sup>th</sup> parking/peak hour thru lane in each direction on Mission Blvd.

**Segment B:** 6 lanes one-way northbound on Foothill Blvd., 5 lanes one-way westbound on A St. and 5 lanes one-way southbound on Mission Blvd.

**Segment C:** 2 lanes plus 3<sup>rd</sup> parking/peak hour thru lane in each direction, widen intersection at Mission Blvd./Carlos Bee and provide left turn lane from southbound Mission Blvd. to Moreau High School driveway.

## Funding Estimates

Fund Source	FY	Amount
ACTA Measure B		\$80,000,000
Local Funds		\$11,500,000
Total:		\$91,500,000

## Cost Estimates

Description	Amount
Scoping	\$1,500,000
Environmental	\$1,500,000
Design	\$8,000,000
ROW Support & Capital	\$12,500,000
Construction & Construction Support	\$68,000,000
Total:	\$91,500,000

## Project Schedule

Phase Description	Begin	End	03	04	05	06	07	08	09	10	11
Scoping	1/03	6/06									
Environmental	11/05	5/07									
Design	10/06	7/08									
ROW Support & Capital	10/06	10/08									
Construction & Construction Support	3/09	10/11									



**Project Sponsor:** City of Hayward

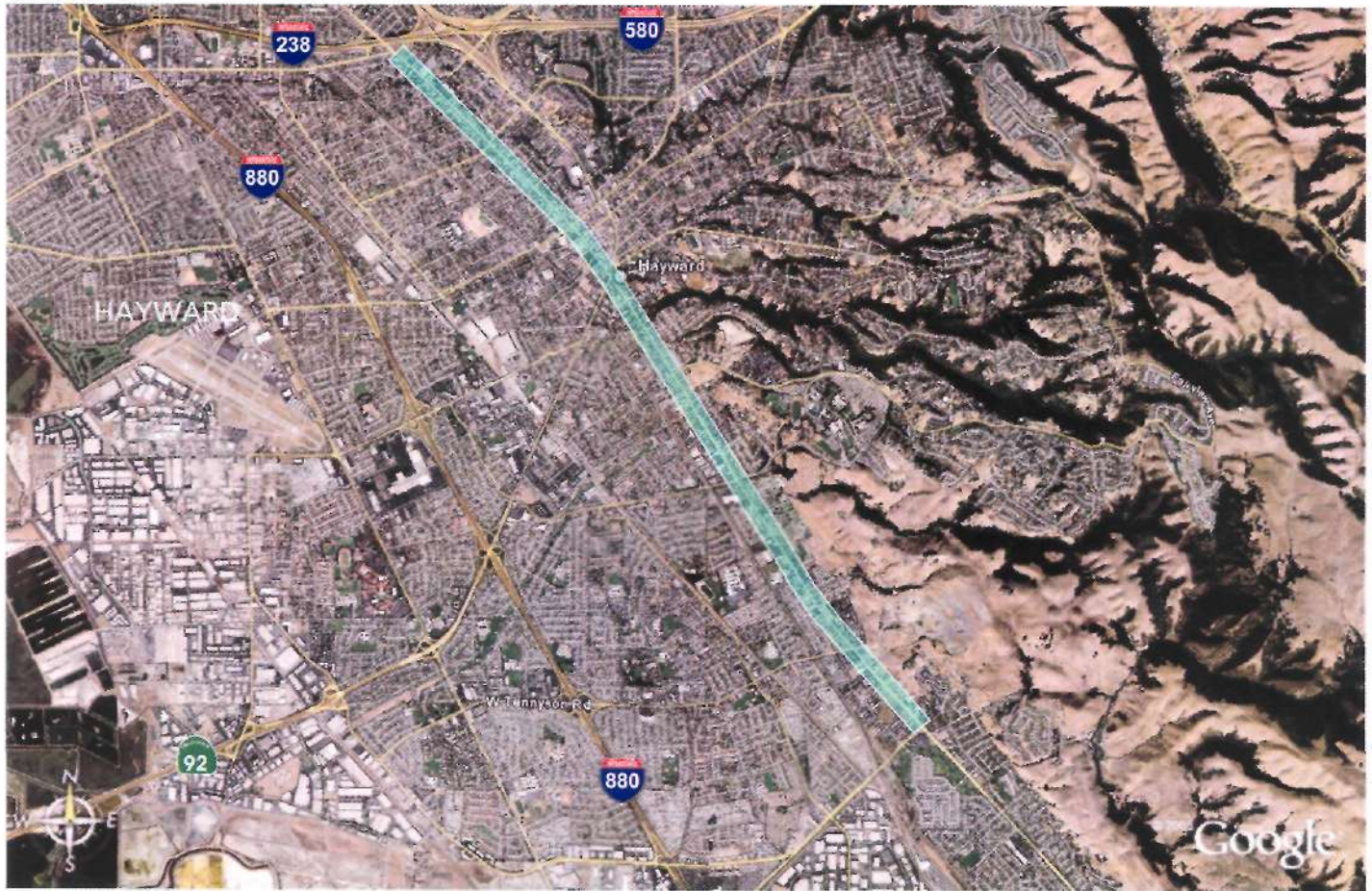
**Project Manager:** Bob Bauman

**Co-Sponsor:** ACTA

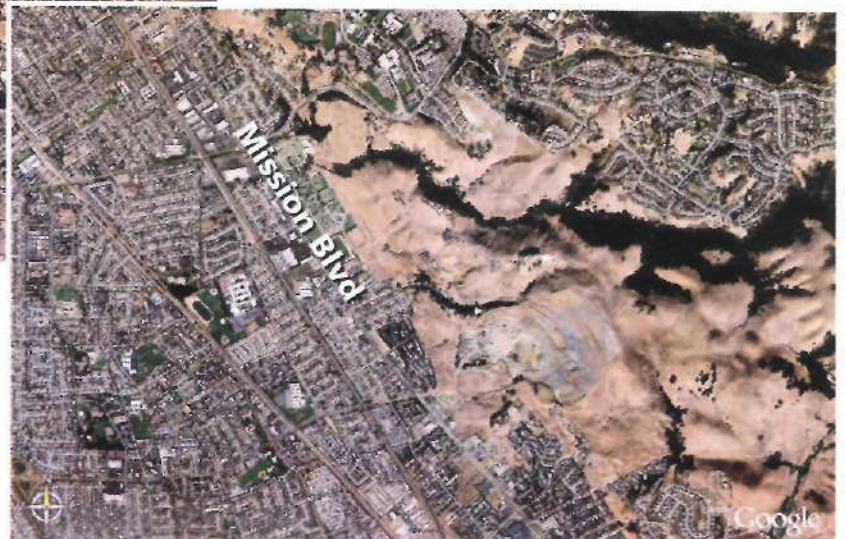
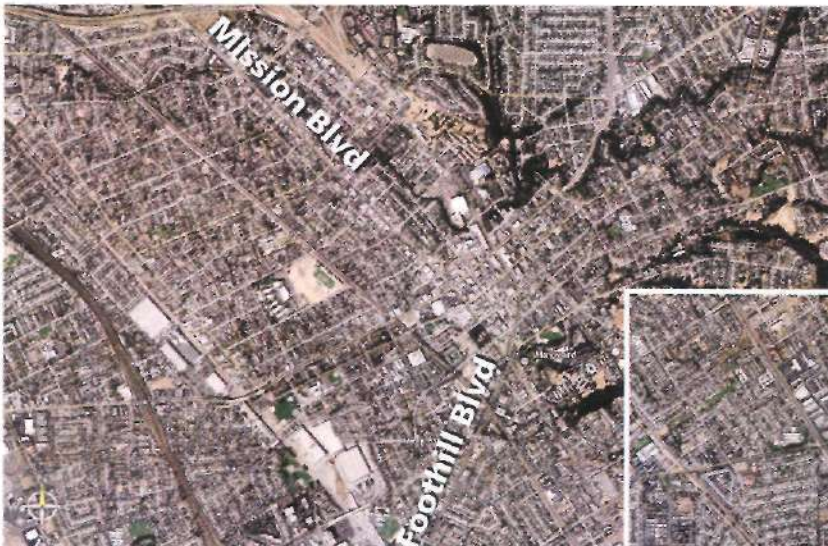
**Contact:** Arthur Dao



## B-10: Rte 238 Corridor Improvements



Project Study Area





# Glossary of Acronyms and Definitions

## A

ABAG	Association of Bay Area Governments
ACCMA	Alameda County Congestion Management Agency
AC	Advance Construction
ACE	Altamont Commuter Express
ACTA	Alameda County Transportation Authority
ACTIA	Alameda County Transportation Improvement Authority
AC Transit	Alameda Contra Costa Transit District
ADA	Americans with Disabilities Act
at grade crossing	Crossing of travel paths which intersects at the same grade (elevation), thereby permitting only one direction of travel through the crossing at a time.
auxiliary lane	An additional travel lane built for a specific travel movement, such as a merge or a turn, rather than a general road widening.

## B

BAAQMD	Bay Area Air Quality Management District
BART	Bay Area Rapid Transit
BATA	Bay Area Toll Authority

## C

Capital Project	A construction project implemented and/or funded by CMA in whole or in part.
CCTV	Closed Circuit Television (camera)
CE	Categorical Exclusion (type of environmental clearance)
CEP	Capital Expenditure Program
CEQA	California Environmental Quality Act
CMA TIP	Alameda County Congestion Management Agency Transportation Improvement Program
CMAs	Congestion Management Agencies
CMAQ	Congestion Mitigation and Air Quality Improvement Program (federal fund source).
CMP	Congestion Management Program
CTC	California Transportation Commission
CWTP	Countywide Transportation Plan (prepared by CMA)

## D

DED	Draft Environmental Document
DEIR	Draft Environmental Impact Report
DEIS	Draft Environmental Impact Statement
DEMO	Federal Demonstration Funds
DPR	Draft Project Report

## E

ED	Environmental Document
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
EVP	Emergency Vehicle Pre-emption

## F

FEIR	Final Environmental Impact Report
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
FTA	Federal Transit Administration
FFY	Federal Fiscal Year (October 1 through Sept 30)
FY	Fiscal Year (July 1 through June 30)



# Glossary of Acronyms and Definitions

<b>G</b>	
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<b>H</b>	
HIP	Housing Incentive Program
HOT	High Occupancy/Toll Lane
HOV	High Occupancy Vehicle lane, used by buses and carpools.
<b>I</b>	
I/C or IC	Interchange
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991.
ITIP	Interregional Transportation Improvement Program
IS/EA	Initial Study/Environmental Assessment
ITS	Intelligent Transportation System
<b>J</b>	
Blank	
<b>K</b>	
Blank	
<b>L</b>	
LAVTA	Livermore Amador Valley Transit Agency
LOS	Level of Service
<b>M</b>	
MND	Mitigated Negative Declaration
MPO	Metropolitan Planning Organization
MTC	Metropolitan Transportation Commission.
MTS	Metropolitan Transportation System
MVDS	Microwave Vehicle Detection System
<b>N</b>	
ND	Negative Declaration
NEPA	National Environmental Policy Act
NOD	Notice of Determination
NTP	Notice to Proceed
<b>O</b>	
O & M	Operations & Management
<b>P</b>	
PA & ED	Project Approval & Environmental Document
PE	Preliminary Engineering
PEF	Project Expenditure Forecast
PES	Preliminary Environmental Studies
Prop 42	Proposition 42 passed by California voters earmarking certain revenues related to the sales of gasoline for transportation purposes.
PS&E	Plans Specifications and Estimates
PSR	Project Study Report
PR	Project Report
PTA	Public Transportation Account (State fund source)
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# Glossary of Acronyms and Definitions

## R

RM1	Regional Measure 1 - A November 1988 ballot measure which raised specific bridge toll limits to fund specific bridge corridor improvements. The Bay Area Toll Authority administers these funds.
RM2	Regional Measure 2 - A March 2004 ballot measure which raised State-owned bridge toll limits to assist in funding transit operations and transportation projects/progress.
RFP	Request for Proposal
RIP	Regional Improvement Program of transportation funding programmed by the CTC in the STIP based on recommendations from the CMAs.
ROD	Record of Decision
ROW	Right-of-Way
Rte	Route
RTP	Regional Transportation Plan. MTC's twenty five-year plan for transportation projects for the nine-county Bay area.
RTIP	Regional Transportation Improvement Program. MTC's five-year program for the nine-county Bay Area.

## S

SAFETEA-LU	Safe, Accountable, Flexible Efficient Transportation Act: A Legacy for Users
SER	Systems Engineering Report
SCVTA / VTA	Santa Clara Valley Transportation Authority; also abbreviated as VTA.
SHA	State Highway Account. State funding source.
SHOPP	State Highway Operation and Protection Program – State funding source focused on correcting existing safety and operational issues.
SMART Corridor	A network of ITS field elements allowing for remote congestion management
SOV	Single-Occupant Vehicle
SPONSOR	Entity responsible for project development/delivery.
SR	State Route
SRTP	Short Range Transit Plan
STIP	Surface Transportation Improvement Program. The seven-year program of projects utilizing State funds.
STIP/FTA	Surface Transportation Improvement Program – Federal Transit Administration
STIP-TE	Surface Transportation Improvement Program – Transit Enhancement
STP	Surface Transportation Program. A federal fund source under ISTEA.

## T

TAC	Technical Advisory Committee
TBD	To be determined.
TCD	Transit Center Development
TCM	Transportation Control Measure
TCRP	Transportation Congestion Relief Program, a state source of funding.
TDA	Transportation Development Act
TE	Transportation Enhancements ( a type of STIP funding)
TEA	Transportation Enhancement Act- a federal fund source under ISTEA for projects that enhance the transportation experience.
TEA 21	Transportation Equity Act for 21st Century signed into law on June 9, 1998 and was intended to expire at the end of federal fiscal year 2003 (has been extended numerous times).
TFCA	Transportation Fund for Clean Air
TIF	Traffic Impact Fees
TIP	Transportation Improvement Program- MTC's three-year program of projects utilizing federal funds or subject to federal required actions.
TLC	Transportation for Livable Communities through MTC
TMC	Transportation or Traffic Management Center
TMP	Traffic Management Plan
TOS	Traffic Operations System



## Glossary of Acronyms and Definitions

### T

TOD	Transit-Oriented Development
TSP	Transit Signal Priority
TVTC	Tri-Valley Transportation Council

### U

utility relocation	The relocation of underground and overhead utility lines which would otherwise conflict with new roadway construction.
UPRR	Union Pacific Railroad.
U.S. DOT	United States Department of Transportation

### V

VID	Video Image Detection (camera)
VMT	Vehicle Miles Traveled
VPPP	Federal Highway Administration's Value Pricing Pilot Program

### W

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### X

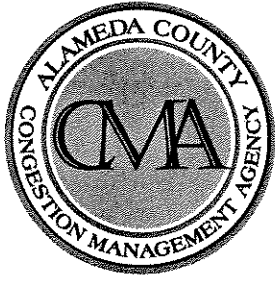
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### Y

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### Z

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ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185  
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

*February 23, 2006  
Agenda Item 6.3.5*

**Memorandum**

**DATE:** February 15, 2006  
**TO:** CMA Board  
**FROM:** Plans and Programs Committee  
**SUBJECT:** City of Piedmont Request: Funding for Grand Ave Signal Project

**Action Requested**

The City of Piedmont is 95% complete with the design of the signalization project at the intersection of Grand Ave/Rose Ave/Arroyo Ave. The total project cost is \$287,500. Piedmont is requesting assistance from the CMA in bridging the funding gap of approximately \$197,000. This project is included in the CMA's long-range plan. It is recommended the Board approve the programming of \$197,000 from the CMA TIP to the City of Piedmont for the Grand Ave project, subject to the repayment conditions outlined below.

**Discussion**

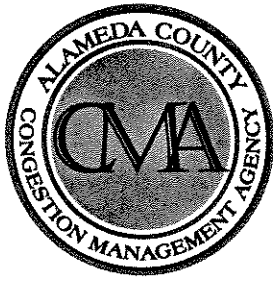
The City of Piedmont is implementing a signalization project at the intersections of Grand Ave/Rose Ave/Arroyo Ave. Design is 95% complete and the project is anticipated to go to bid this summer. Piedmont has secured funding to complete the design and will dedicate TDA and TFCA funds to the project. The project needs an additional \$197,000 to complete construction.

It is recommended that the CMA Board approve the programming of \$197,000 in CMA TIP funds to this project. The City of Piedmont has agreed to repay the CMA TIP \$70,000 from the next cycle of road rehab funds that are programmed by the CMA. The City of Oakland has agreed to repay the CMA TIP \$30,000 from the next cycle of rehab funds. Accounting for the repayments from Oakland and Piedmont, the net impact to the CMA TIP will be \$97,000.

It is recommended the Board approve the programming of \$197,000 from the CMA TIP to the City of Piedmont for the Grand Ave project, subject to the repayment conditions outlined above. This recommendation was approved by both the PPC and by ACTAC at the February meetings.



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ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185  
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

**Memorandum**

*February 23, 2006  
Agenda Item 6.3.6*

**Date:** February 3, 2006  
**To:** CMA Board  
**From:** Plans and Programs Committee  
**Subject:** Dynamic Ridesharing Pilot Project: Budget and Contract Amendment

**Action Requested**

The CMA received a grant from the Federal Highway Administration (FHWA) to implement a dynamic ridesharing pilot project. In Fall 2005, the Board approved a total consultant budget of \$178,700, consisting of \$142,960 in federal funds and a \$35,740 local match. RideNow was launched on November 15<sup>th</sup>, 2005. At the request of our partner agencies, a limited version of the project was implemented because the Dynamic Ridesharing technology had never been tested. It has now been demonstrated that the Dynamic Ridesharing concept works. Forty-two participants have registered and made approximately 320 ridematch requests that resulted in 20 ridematches. Now wider marketing efforts are needed to increase participation and to demonstrate that the ridematching program could be applied at a regional level. It is recommended that the Board approve an additional \$30,000 to implement additional marketing and complete the Pilot Project. Funding is available from the federal grant; however a local match is required. It is recommended that the Board approve programming of \$24,000 in federal funds previously approved for CMA use by FHWA and \$6,000 in local match of which \$4,500 is from CMA TIP funds and \$1,500 is from in-kind staff time.

**Next Steps**

Continue pilot project through May 2006. Program additional funds. Present recommended second phase to CMA Board in June 2006.

**Discussion**

The CMA received a grant from the Federal Highway Administration (FHWA) to implement a dynamic ridesharing pilot project, which is called RideNow. The total grant funds for the Dynamic Ridesharing project are \$495,000 with a 20% local match required. Up to 25% of the local match can be paid through in-kind services.

The original contract approved by the CMA Board in July 2004 was for \$131,700 for a 6-month pilot project. Consultants began work in September 2004. In 2005, the Board approved \$47,000 for the following: additional consultant services; installation a street light in the City of Dublin to



provide a safe place for taxi pick-up; additional coordination with multiple agencies; installation of a kiosk at the Dublin/Pleasanton BART station and transitioning the call center operations to a new operator. This action addressed unexpected implementation issues and delays that were not anticipated in the original scope of work for the Pilot Project.

A scaled down version of the pilot project was launched on November 15, 2005. This was done because the technology had never been tested and a number of our partner agencies felt that a more limited pilot project should be launched initially to show that the concept could work. Since November 15, this has been shown to be the case. Forty-two participants have registered and attended an orientation session in early November and December 2005. There have been approximately 320 ridematch requests and 20 rideshares made. Eight additional rideshares were attempted, for a total of 28, but because of some confusion among participants about where to meet their rideshare partners they never materialized. Information clarifying the program protocol for afternoon matches is being sent to the participants in order to improve the rate of afternoon matches. Now that it has been demonstrated that the dynamic ridesharing concept and technology work, the Task Force recommends that wider marketing efforts, as originally planned, be implemented to increase participation and to show that the ridesharing program could be applied at a regional level.

To do this, additional budget is needed to plan and implement marketing efforts that would attract additional participants and result in a higher percentage of rideshares to rideshare requests. Additional marketing efforts include, but are not limited to, distributing flyers to BART riders at the Dublin-Pleasanton BART station, hosting a "Grand Opening" event and inviting the media and public officials and interested parties, and placing advertisements in the newspaper. It is requested that the Board approve an additional \$30,000 to implement this marketing effort and complete the Pilot Project. The total budget would be \$208,700 and breaks down as follows:

	Budget approved July 2004	Supplemental Budget approved 2005	Supplemental Budget requested 2006	Total Budget
Project Management	\$16,700	\$14,000 (1)	\$4,000	\$34,700
Nelson\Nygaard	\$115,000	\$33,000 (2)	\$26,000	\$174,000
Total	\$131,700	\$47,000	\$30,000 (3)	\$208,700
Notes: (1) \$14,000 includes \$5,000 for a street light on Scarlett Court. (2) \$33,000 includes \$7,800 for all call center operations, which will be operated by Parson Brinckerhoff and paid to MTC. (3) \$30,000 includes \$1,500 in in-kind staff services.				

Increasing the Phase 1 project budget would require \$24,000 from FHWA funds, which is available in the FHWA budget, in addition to a 20 percent local match of \$6,000 of which \$4,500 would come from CMA TIP funds and \$1,500 is from in-kind staff time.

The RideNow pilot project is scheduled to operate through mid-May 2006. An evaluation report will be presented to the Board in June. The pilot project will be evaluated based on the following Measures of Effectiveness:

- Technical (e.g., how did the software perform, was the ridematching database large enough to match users, was it accessible for matching and marketing needs).
- Marketing (e.g., which marketing incentives led to participation, were the marketing activities cost effective, what portion of participants became regular users).
- Operational (e.g., what are the program statistics in terms of program outcomes, participant use, administrative overhead, customer satisfaction, and budget/cost issues).



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## 2006 **Mobility Monitor**

### *Pull Out—Anywhere*

The CMA's directive is clear—manage congestion. The CMA is focused on delivering quality transportation projects and programs to Alameda County.

### *Front Page Article*

#### **HOW ARE WE DOING?**

Alameda County continues to be one of the most diverse counties in California—socially, economically, environmentally and culturally. Reflecting this diversity, each area of the county has different transportation needs, facilities and resources. The nature of the CMA requires that it, too, reflect and respond to such diversity by:

- Collaborating with many other jurisdictions and agencies;
- Dealing with the complexities of transportation funding; and
- Seeking consensus among Board members drawn from very different parts of the county with significantly different interests and concerns.

One part of the CMA's responsibilities is to monitor the county's transportation system—including interstate freeways, state highways, local arterial roads, transit services and bicycle and pedestrian facilities.

### *Sidebar—Near beginning of lead article*

Alameda County continues to dominate the Top 10 congested corridors in the nine-county Bay Area counties, claiming four of the top five spots—more than double the second most congested county, Santa Clara.

## **Freeways and Roads**

### **Congestion**

In 2004, congestion patterns changed. For the first time since 2001, overall congestion in Alameda County increased. This increase appears to reflect the general improvement of the Bay Area's economy. A close comparison between the 2004 and 2005 Top 10 Congested Corridors list shows some good and not so good movement in the ranks.

**Staying Put.** Consistent with several past years, I-80 continues to be the most congested corridor in Alameda County and the Bay Area region. Retaining its second place rank, morning travelers on WB I-580 from North Flynn to Airway experienced a 19 percent increase in traffic delay.



**Staying Relatively Put.** The afternoon commute on EB I-580 from Hopyard to west of El Charro dropped slightly from a last year tie for second place to the third most congested segment in 2005. Also dropping a bit, but with the same vehicle-hours of delay, was the afternoon commute on EB I-580 from east of Livermore to just east of Greenville (from fifth to sixth). SB and NB I-880 were similar in ranking and congestion levels as 2004 in their morning approach to the South Bay and the Bay Bridge, respectively. Afternoon commuters heading into and out of San Francisco on I-80 also experience delays comparable to last year.

**Moving Down.** Once across the Bay Bridge from San Francisco, afternoon commuters enjoyed a considerable decrease in travel time, dropping from third to ninth place on the Top 10 list!

**Moving Up.** Afternoon commuters on EB SR-92 endured 85 more minutes in traffic, climbing from eighth place to fourth in 2005. When compared to the top 10 congested freeways in the nine-county Bay Area, this segment has made an astonishing climb from 35th in 2002 to fifth in 2005.

**Moving Off.** Good news for afternoon travelers through the Caldecott Tunnel—EB SR-24 dropped off the list after being the fourth most congested corridor in 2004.

## Accidents

The overall number of accidents on Alameda County freeways continued to decrease slightly (three percent since 2003). The I-680 corridor declined for the fourth consecutive year and reported the fewest incidents. Most of Alameda County's freeways are near the state average for the number of accidents on a similar type of freeway, with three notable exceptions.

- I-680 has nearly one-half the number of accidents.
- I-80, while decreasing slightly from last year, has 61 percent more accidents than average.
- I-238, increasing slightly from 2003, has near twice as many accidents than other similar freeways.

## Road Repair

Overall, 86 percent of Alameda County roadways are considered to be in good-to-excellent condition, an increase of eight percent from 2003. However, similar to the previous year, a recent survey by Caltrans found that 290 miles of freeways in Alameda County need rehabilitation. Of this total, over half the poor pavement conditions are on I-580 and I-680. MTC annually reports on pavement condition for the Bay Area jurisdictions as part of their Pavement Management Program (PMP). The Pavement Condition Index (PCI) for Alameda County roadways is 66 - second highest in the nine-county Bay Area, just behind Contra Costa County (PCI-71). Santa Clara, San Francisco and Solano counties report a PCI of 65 while Marin and Sonoma counties show a PCI of 58 and 53 respectively.

## Transit

The eight transit operators continue to work to create a responsive, reliable and coordinated system. Following an 11 percent increase in ridership in 2003-2004, transit operators report only a slight increase (one percent) this past year.

## Bicycle

The 2001 *Countywide Bicycle Plan* proposes approximately 492 miles of bicycle facilities. In 2004, five cities and unincorporated Alameda County added 36 miles to the 192 miles of existing facilities. Expected to be completed in Spring 2006, a comprehensive update of the Plan is underway.

*Pull Quote—with this section*

42 percent of the countywide bicycle system is complete.

*Prepare in Map Form (like last year)*

### The 10 Most Congested Corridors in the Bay Area

Ranking	County	Freeway Corridor	Daily Delay (VHD)
1	Alameda/Contra Costa	WB I-80, SR-4 to Bay Bridge (a.m.)	10,080
2	Alameda	WB I-580, North Flynn to Airway (a.m.)	5,120
3	Alameda	EB I-580, Hopyard to west of El Charro (p.m.)	4,320
4	San Francisco	EB I-80 & NB 101, Cesar Chavez to west of Bay Bridge (p.m.)	3,840
5	Alameda	EB SR-92, Clawitter to I-880 (p.m.)	3,760
6	Contra Costa	WB SR-4, Lone Tree to west of Loveridge (a.m.)	3,600
7	Marin	SB US-101, north of SR-37 to I-580 (a.m.)	3,110
8	Marin	NB US-101, SR-1 to north of I-580 (p.m.)	2,680
9	Santa Clara	NB US-101, I-280 to north of Trimble (a.m.)	2,560
10	Alameda/SF	EB I-80, west of Treasure Island to east of Powell (p.m.)	2,430

*Source: MTC, 2004 Bay Area Freeway Congestion Data. ( VHD – Vehicle Hours of Delay)*

*Sidebar—connected to the two maps*

In an alarming reflection of transportation woes in Alameda County, five of the top 10 congested freeways in the Bay Area are found in Alameda, including four of the top five.



*Prepare in Map Form (like last year)*

## **The 10 Most Congested Corridors in Alameda County**

Ranking	Freeway Corridor	Daily Delay (VHD)
1	WB I-80, SR-4 to Bay Bridge (a.m.)	10,080
2	WB I-580, North Flynn to Airway (a.m.)	5,120
3	EB I-580, Hopyard to west of El Charro (p.m.)	4,320
4	EB SR-92, Clawitter to I-880 (p.m.)	3,760
5	EB I-80, west of Treasure Island to east of Powell (p.m.)	2,430
6	EB I-580, east of Livermore to east of Greenville (p.m.)	2,370
7	NB I-880, W Grand Avenue to south of Maritime (a.m.)	2,190
8	WB I-80, toll plaza & Incline section on SFOBB to Fifth Street (p.m.)	2,180
9	EB I-80, I-580 to Gilman (p.m.)	2,150
10	SB I-880, Stevenson to Mission (a.m.)	1,860

*Source: MTC ,2004 Bay Area Freeway Congestion Data.(VHD- Vehicle Hours of Delay)*

*Feature Article—Inside Cover*

### **LET'S GET MOVING ON I-580**

Population in counties east of San Francisco has soared in recent years as Bay Area workers moved in search of lower housing prices. The result—a dramatic increase in traffic congestion in East Alameda County since 2000.

### **Growing Congestion**

Being caught in bottlenecks is particularly evident to people traveling through the I-580 Livermore Valley, where three of the 10 worst commutes in Alameda County are found.

### **Getting to Work**

As the main interregional corridor serving hundreds of thousands of commuters, this freeway is integral to connecting people to jobs. During the weekday commute hours, however, congestion in the corridor now lingers long past the commute hours.

### **Moving Goods**

It is a vital link and transportation gateway for moving goods in and out of the region, including major farm-to-market travel between the Central Valley and the Bay Area.

*Pull Quote with Moving Goods (above)*

The corridor is the primary gateway for nearly 20 percent, or \$81 billion, of the Bay Area's domestic trade flow.

## Having Fun

And it handles significant recreational traffic as people travel to the Sierras and to Central and Southern California on weekend and summer days.

## Setting Policy

In response, the CMA Board took significant action by assigning high priority to I-580 Livermore Valley projects in the *2004 Countywide Transportation Plan*. The CMA staff was directed to actively spearhead a cooperative effort between partner agencies to improve mobility, traffic safety and operations in this corridor.

## Launching Projects

When the CMA Board assigns high priority, funding for such designated projects is expedited. With RM2 funds coming in, these projects will move forward, faster—including:

### HOV Lanes

As part of the multi-phase Tri-Valley Transportation Improvements for the SR-84, I-580 and I-680 corridors, the I-580 HOV Lane Project is intended to reduce the delays that plague commuters in the Livermore Valley. The initial phase focuses on bringing congestion relief by constructing an interim eastbound HOV lane from Hacienda Drive to Greenville Road (including auxiliary lanes at several interchanges). Environmental documentation, preliminary engineering and at-risk design are underway.

Subsequent phases will include a westbound HOV lane. The PSR has been completed. Together these lanes are expected to encourage an increase in both carpooling and express bus service.

### Interchange Modification Project

A PSR for the I-580/I-680 HOV Direct Connector is also underway. This study will evaluate options to improve connections between I-580 and I-680, including direct connectors for two critical commute movements:

- Westbound I-580 HOV to southbound I-680 HOV; and
- Northbound I-680 to eastbound I-580 HOV.

*Pull Quote—with this section*

The *Tri-Valley Triangle Study* will set priorities and sequencing of projects. The study is expected to be completed by Spring 2006.

### *Second Article*

## **MOVING GOODS ON I-580/I-238/I-880**

The movement of goods affects all travelers, whether it's the impact of trucks on the freeways, the ability to buy a retail item delivered by truck or the impact on congestion. This is clearly evident on the I-580/I-238/I-880 corridor, where thousands of jobs depend on this corridor flowing freely. In the Bay Area, this corridor is perhaps arguably the most significant freight corridor, particularly with the amount of



deliveries to the Port of Oakland With such a distinction, the CMA has compiled a preliminary list of 17 planned/programmed improvements, totaling over \$1 billion.

#### *Side Bar with Above—Good Moves!*

The importance of this corridor to the region cannot be underestimated:

- It is the primary gateway for nearly 20 percent, or \$81 billion, of the Bay Area's domestic trade flow.
- It provides access to the Port of Oakland, the 4th largest container port in America, handling about 1.2 million containers each year. This amount is projected to triple by 2030.
- Port activity generates almost 44,000 jobs, with an economic impact of over \$7 billion.
- Travelers of this corridor experience approximately 25 percent more delay than in the entire East Bay.
- On I-880, trucks represent 11 percent of the daily traffic.

#### *Third Article*

### **ON-GOING PROJECT UPDATES**

Building off past successes, the CMA looks forward to new and ongoing projects and programs in the coming year, including:

#### **2005 Congestion Management Program**

Required by California law for all urban counties, *Congestion Management Program* sets forth the fundamentals for implementing the long-range *Countywide Transportation Plan*. In November 2005, the CMA Board approved the 2005 CMP Update.

#### **Community-Based Transportation Plan**

As part of their Lifeline Transportation Network, MTC identified several low income areas where transportation needs are not being met. To better meet these needs, neighborhood residents are being asked to help identify transportation gaps, solutions, costs and potential funding sources.

After completing *Central Alameda Community-Based Transportation Plan*, focusing on portions of an unincorporated area of Hayward, the CMA launched a second community-based planning process. This effort is assessing the needs of residents in West Oakland. A handful of students from nearby McClymonds High School are interning with the project consultants. They are assisting with the outreach campaign by conducting public presentations and distributing surveys at churches, senior centers and community centers. The effort is also being closely coordinated with the West Oakland Project Area Committee, an organization of community representatives.

Similar studies will be conducted in East Oakland and in two Berkeley neighborhoods later in the year.

#### **Regional Measure 2 Projects**

Other RM2 projects, along with the I-580 corridor improvements, are also in full swing, including:

- I-880/29th Avenue Interchange Improvements

- I-880/Grand Avenue HOV On-Ramp
- SR-84 HOV Lane Extension
- Regional Express Bus Improvements
- Ardenwood Park-and-Ride
- West Grand Avenue Transit Enhancements

## **Another Smart Corridor**

Based upon the success of the San-Pablo Rapid Bus/SMART Corridor, the CMA began developing another similar project on the 20-mile Telegraph-Broadway-International (INTEL) corridor between UC Berkeley and Bay Fair Center. The project is expected to become operational in Spring 2006.

## **Ride-Now**

Ride-Now, also known as Dynamic Ridesharing, is an exciting new technology that allows BART commuters to find “last minute” rides between their home and the Dublin/Pleasanton BART station using a telephone or the internet. After receiving approval from the FHWA in 2003, planning was completed and the project was launched in November 2005.

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### *Back Page—Sidebar*

This is the seventh edition of Mobility Monitor, published by the CMA. As the local agency responsible for congestion management in Alameda County, the CMA strategically plans, funds and implements projects and programs for highway and transit expansion, local road improvements, transit maintenance and improvements to bicycle and pedestrian facilities. The CMA’s governing board is composed of elected officials representing the governments and major transit agencies in Alameda County.

For further information about the CMA, please contact:

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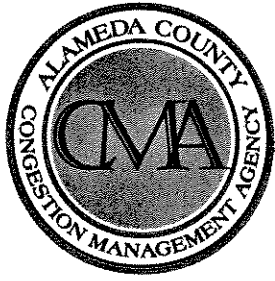
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# ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

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## Memorandum

*Agenda Item 6.4.1  
February 23, 2006*

**Date:** February 13, 2006  
**To:** CMA Board  
**From:** Administration and Legislation Committee  
**Subject:** I-680 Smart Carpool Lane: Cooperative Agreement with Caltrans for Final Design

### Action Requested

It is recommended that the CMA Board authorize the Executive Director to sign the Cooperative Agreement with Caltrans for Plans, Specifications and Estimates (PS&E) and final design for the I-680 Smart Carpool Lane. The CMA will be using professional services previously authorized by the Board for the design work.

### Next Steps

The Cooperative Agreement for PS&E will be finalized, following review by CMA's and Caltrans' counsels and then executed.

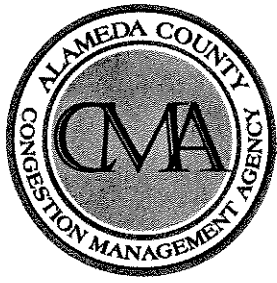
### Discussion

The environmental document has been signed by FHWA and preliminary engineering is nearing completion. The project is advancing to final design. The CMA has been working with Caltrans to integrate the Smart Carpool Lane with the final design of the ultimate improvements for the southbound I-680 HOV lane. Caltrans has prepared a draft Cooperative Agreement for PS&E. CMA counsel is in the process of reviewing it. The CMA will be using professional services previously authorized by the Board for the design work.

The CMA received a federal grant for PS&E and is the Project Sponsor for the Measure B I-680 Express Lane. Because the Smart Carpool Lane Joint Powers Authority has no revenue stream at this time and the CMA is the sponsor in the ACTIA Expenditure Plan, the CMA will enter into agreements with Caltrans for both PS&E and construction.

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*Agenda Item 6.4.2  
February 23, 2006*

## **Memorandum**

**DATE:** February 15, 2006  
**TO:** CMA Board  
**FROM:** Administration and Legislation Committee  
**SUBJECT:** I-580 EB Interim HOV Lane Project Charter

### **Action Requested**

The attached project charter identifies the scope and represents agreement on key elements of project development for the I-580 EB Interim HOV Lane Project, between the Alameda County CMA, Caltrans, Alameda County Public Works Agency, the cities of Livermore, Dublin, and Pleasanton and the Livermore-Amador Valley Transit Authority. It is recommended that the Board authorize the Executive Director to sign the final charter, substantially as attached.

### **Discussion**

CMA staff has been working cooperatively with the staff of all participating agencies to define the scope of the eastbound interim HOV lane project, including an advance phase that will allow the early implementation of a Traffic Management Plan (TMP). The project charter has been prepared to document the goals and intentions of the project. The staff of all participating agencies have participated in the development of the charter, and all are in concurrent process to take the charter to their respective Boards for approval and subsequent signature.

## PROJECT CHARTER

**Project Name:** I-580 HOV Lane Project, Phase I  
**County-Route-P.M.:** ALA-580 KP R12.6/30.7 (PM R7.8/19.1)  
**District-Project EA:** 04-290811

**Project Phase:** PS&E  
**Prepared by:** Tom Wintch, TY Lin (CMA)  
**Date Prepared:** December, 2005

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### Charter Purpose:

This Charter represents agreement on key elements of Project Development (PS&E Phase) for the I-580 HOV Lane Project, Phase I (1A – TOS/ITS/TMP Advance Elements, and 1B – EB HOV Lane) between the Alameda County Congestion Management Agency (ACCMA), Caltrans, Alameda County Public Works Agency, the cities of Livermore, Dublin, and Pleasanton and the Livermore-Amador Valley Transit Authority (LAVTA). This is a working document, and may be modified as appropriate, by written agreement of all parties.

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### Background:

I-580 is the main east-west interregional freeway connecting I-80 and US 101 in the Bay Area with I-5 in the Central Valley. I-580 serves as the only major transportation corridor providing a commute route between San Francisco, Oakland, and San Jose (via I-680) and the Tri-Valley (Dublin, Pleasanton, and Livermore), and growing Central Valley areas (Tracy, Stockton, and the I-5 Corridor). Additionally, I-580 is a major route for the movement of goods and freight into and out of the region, as well as significant recreational travel throughout the year. I-580 is classified as a “Lifeline Route”, facilitating movement between major staging areas and impacted areas following major earthquakes and is the main access to the Homeland Security Organization at Lawrence Livermore National Laboratory.

The original four-lane divided highway from San Leandro eastward opened in 1938 as part of US 50. In 1970, the widening of I-580 from four lanes to eight lanes was completed between I-680 and Vasco Road. Caltrans, in a 1985 I-580 Route Concept Report, identified the need to expand I-580 between I-680 and Greenville Road from eight to ten lanes. Subsequently, in Caltrans’ Draft I-580 Transportation Corridor Concept Report (TCCR) for the year 2025, HOV lanes were planned for I-580 between I-238 and I-205.

Additionally, I-580 HOV lanes were recommended in the 1995 Tri-Valley Transportation Council’s Action Plan and MTC’s “Blueprint for the 21<sup>st</sup> Century” includes commitment for HOV lanes on I-580. The I-580 HOV lanes are listed in the MTC 1997 HOV Master Plan Update. In May 2000, the I-580 HOV lane project was included in the Transportation Congestion Relief Program (TCRP) and received funding through AB 2928 (Torlakson) in July, 2000.

This HOV lane project is listed on the Governor’s List of High Priority Projects, and in the Countywide and Regional Transportation Plans.

## PROJECT CHARTER

**Project Name:** I-580 HOV Lane Project, Phase I  
**County-Route-P.M.:** ALA-580 KP R12.6/30.7 (PM R7.8/19.1)  
**District-Project EA:** 04-290811

**Project Phase:** PS&E  
**Prepared by:** Tom Wintch, TY Lin (CMA)  
**Date Prepared:** December, 2005

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### ***Background Continued***

In 2000, ACTIA's Measure B was approved by Alameda County voters, dedicating sales tax revenue to an auxiliary lane project on I-580 between Tassajara Road and Airway Boulevard. In March, 2004, Regional Measure 2 (RM2) was approved by Bay Area voters, dedicating new toll bridge revenue to specific projects, including the I-580 HOV Lane Project. The I-580 HOV Lane Project has also received SAFETEA-LU funding.

A Project Study Report (Project Development Support) (PSR (PDS)) was prepared for eastbound and westbound HOV lanes on I-580 from Vasco Road (KP 15.6/PM 9.6) to Tassajara Road (KP 28.9/PM 17.9) in Alameda County for a distance of approximately 13 km (8 miles), and was approved by Caltrans on June 29, 2001. This project is a variation from Alternative 1 (Minimum Project Alternative, MPA) of the PSR (PDS) in which only the eastbound direction is being proposed, and extends the westerly limit to Hacienda Drive and the easterly limit to the Greenville Overhead.

In late January 2002, the State and the ACCMA executed a Cooperative Agreement (District Agreement No. 4-1871-C) authorizing the ACCMA to assist the State in the preliminary project development design and environmental clearance of improvements of eastbound and westbound HOV lanes on I-580 from west of Tassajara Road in Pleasanton to east of Vasco Road in Livermore in order to bring about the earliest possible construction of the project.

The project, now under sponsorship of the ACCMA, will provide for both eastbound and westbound HOV lanes along I-580 from the Greenville Overhead in Livermore to westerly of the Hacienda Drive Interchange in Pleasanton. The project is proposed to be constructed in several phases, with the first phase consisting of an eastbound only HOV lane between the Greenville Overhead in Livermore and the Hacienda Drive interchange in Pleasanton. This first phase project is the subject of this Project Charter.

The first phase is further divided into 2 phases: Phase 1A – TOS/ITS/TMP Advanced Elements will facilitate the implementation of Phase 1B – EB HOV Lane Project. Funding for this first phase will be provided by Regional Measure 2 (RM-2), TCRP, STIP, Measure B, SAFETEA-LU funds, and potentially SHOPP.



## PROJECT CHARTER

**Project Name:** I-580 HOV Lane Project, Phase I  
**County-Route-P.M.:** ALA-580 KP R12.6/30.7 (PM R7.8/19.1)  
**District-Project EA:** 04-290811

**Project Phase:** PS&E  
**Prepared by:** Tom Wintch, TY Lin (CMA)  
**Date Prepared:** December, 2005

---

### ***Background Continued***

Environmental studies were initiated in January 2002 for improvement of both eastbound and westbound HOV lanes on I-580 between westerly of Tassajara Road/Santa Rita Road to easterly of Vasco Road. During 2004, the ACCMA and Caltrans decided to deliver the overall project in phases in order to provide needed benefits to the public in the shortest timeframe possible.

Phase 1A is being environmentally cleared (anticipated CAT EX) in March 2006. Environmental documentation for the Phase 1B improvements, eastbound only, will be available for public review in early 2006. Final certification of the Phase 1B environmental document is expected in August 2006. The ACCMA will be responsible for performing an appropriate public hearing process for this project.

Project Development for Phase 1B, including the preparation of Plans, Specifications, and Estimates (PS&E), is proceeding "at-risk" concurrent with the PA&ED preparation and approval. Project advertisement is currently scheduled for Fall 2006, with construction cost estimated at \$60,000,000.

In addition, Caltrans is proposing a pavement rehabilitation project, to extend pavement service life of the existing roadway within the same Phase 1B limits - eastbound direction from Hacienda Drive to Greenville Overhead. The project proposes asphalt concrete (AC) overlays in conjunction with cracking and seating of Portland Cement Concrete (PCC) pavement sections. The project is currently on the candidate list of 2006 State Highway Operation and Protection Program (SHOPP) under Code 201.120 Pavement Preservation at a total current estimated cost of \$18,000,000 for FY 2007/08. It is proposed to combine this work with the Phase 1B project if the SHOPP funding is programmed and available for FY 2007/08 or sooner.

### ***Programming***

TCRP funding (Paragraph No. 31) provided \$25 million for this phase 1 project, and will be complemented with Regional Measure 2 (RM2) funds. Construction funding, including construction management, has been committed through TCRP, RM2, STIP, Federal Demonstration (SAFETEA-LU) and Measure B funds. SHOPP funding will be included only if the pavement rehabilitation work is combined with the Phase 1B project.

## PROJECT CHARTER

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**County-Route-P.M.:** ALA-580 KP R12.6/30.7 (PM R7.8/19.1)  
**District-Project EA:** 04-290811

**Project Phase:** PS&E  
**Prepared by:** Tom Wintch, TY Lin (CMA)  
**Date Prepared:** December, 2005

---

### Project Purpose:

The purpose of this project is to reduce congestion by encouraging mass transit and HOV usage, support regional air quality attainment goals and improve safety for motorists, CHP and Caltrans maintenance workers.

Construction of the proposed I-580 HOV lanes will provide significant relief to peak hour commuters who carpool and to mixed-flow traffic during non-commute hours. Phase 1 of this project (the subject of this Project Charter) will construct an eastbound-only HOV lane between the Hacienda Drive interchange in Pleasanton to easterly of the Greenville Overhead in Livermore.

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### Project Phase Objectives:

**Cost** – The ACCMA, Caltrans, the Alameda County Public Works Agency, the cities of Dublin, Livermore, and Pleasanton, and LAVTA agree that each agency will diligently endeavor to contain costs associated with both the preparation of all the required project plans and specifications, and the subsequent construction project. Each agency commits to work in partnership to refrain from project additives that will exceed the approved design and construction budgets of \$8 M and \$60 M, respectively, for the total dollar allocations for both Phase 1A and Phase 1B. The distribution of these budgets between the two Phases is yet to be determined.

Where feasible without undue detriment to project delivery, additional corridor and/or local improvements may be added if commensurate funding is provided by the requesting agency. One such example for faster delivery and maximize cost effectiveness would be to combine the Caltrans Pavement Rehabilitation Project with the Phase 1B HOV Lane Project. All parties have committed to try to ensure the pavement rehabilitation project is programmed for FY 2007/08, or sooner.

**Schedule** – All signatures to this Charter will work cooperatively to ensure that Final Plans, Specifications, and Estimates (PS&E) for Phase 1A are approved by Caltrans District 4 no later than May 30, 2006. Additionally, all signatures agree to work cooperatively to ensure that Phase 1B PS&E are approved by Caltrans District 4 no later than June 30, 2006, and to be certified by Caltrans as RTL no later than March 1, 2007.

**Quality** – Construction documents will meet Caltrans' design standards, provide for a safe environment for both motorists and construction workers, minimize inconvenience to the public and provide for a cost-effective design.

# PROJECT CHARTER

**Project Name:** I-580 HOV Lane Project, Phase I  
**County-Route-P.M.:** ALA-580 KP R12.6/30.7 (PM R7.8/19.1)  
**District-Project EA:** 04-290811

**Project Phase:** PS&E  
**Prepared by:** Tom Wintch, TY Lin (CMA)  
**Date Prepared:** December, 2005

## ***Project Phase Objectives Continued:***

Customer Satisfaction – The contract documents and subsequent construction shall be supported by the Project Sponsor and each of the Project Partners.

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## **Project Description/Scope Statement:**

The Phase 1, I-580 HOV Lane Project, proposes to construct:

### *Phase 1A: TOS/ITS/TMP Advance Elements*

- Ramp metering equipment along eastbound on-ramps at North Livermore Avenue interchange, First Street interchange, Vasco Road interchange and Greenville Road interchange.
- Ramp metering equipment along westbound on-ramps at Greenville Road interchange, Vasco Road interchange, First Street interchange, North Livermore Avenue interchange, Portola Avenue interchange, and Airway Boulevard interchange.
- TOS/ITS elements identified within the current Systems Engineering and Management Plan that are a required component of the TMP for the Phase 1B project

Note: Ramp metering will not be activated at completion of Phase 1A, but will be activated separately by the local agencies.

### *Phase 1B: Eastbound HOV/Auxiliary Lanes*

- An interim eastbound HOV lane within the existing I-580 median from the Hacienda Drive interchange to east of the Greenville Overhead. CHP enforcement areas in the median at standard spacing.
- Sound walls that are deemed reasonable and feasible in the Project Environmental Document.
- Eastbound auxiliary lanes between:
  - Fallon Road/El Charro Road interchange and Airway Boulevard interchange
  - Airway Boulevard interchange and the proposed Isabel Avenue interchange
  - First Street interchange and Vasco Road interchange
- Median foundations/columns for future overcrossing structures at the proposed Isabel Avenue interchange and the new Portola Avenue overcrossing.



# PROJECT CHARTER

**Project Name:** I-580 HOV Lane Project, Phase I  
**County-Route-P.M.:** ALA-580 KP R12.6/30.7 (PM R7.8/19.1)  
**District-Project EA:** 04-290811

**Project Phase:** PS&E  
**Prepared by:** Tom Wintch, TY Lin (CMA)  
**Date Prepared:** December, 2005

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## ***Project Description/Scope Statement Continued:***

### *Phase 1B: Eastbound HOV/Auxiliary Lanes Continued*

- Arroyo Las Positas bridge widening to accommodate the proposed eastbound on-ramp for the new Isabel Avenue interchange.
- Phase 1B project also proposes to include Caltrans' pavement rehabilitation project (SHOPP Program), with crack and seat existing pavement and asphalt concrete overlay within the same existing I-580 eastbound direction from Hacienda Drive interchange to the Greenville Overhead, only if the SHOPP funding is programmed and available.

The attached Exhibit "A" illustrates the interim Phase 1 Project.

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## **Project/Phase Constraints, Assumptions, and Risks:**

### ***Constraints:***

- Environmental Document restrictions
- Environmental Document schedule
- Traffic operations at I-680
- Available funding
- Resource Agency permitting
- Constrained right-of-way
- Eastbound traffic operations
- BART operations
- Adjacent interchange projects
- Design exceptions at interchanges
- Caltrans pavement rehabilitation strategy

### ***Assumptions:***

- The design year for the project is 2030
- Project Partners will not endeavor to add scope elements to the Project without the provision of separate and available funding for same.
- Project Partners will maintain cost control on Project issues.
- Project Partners will work together in a cooperative fashion to further transportation improvements throughout the entire I-580 corridor within the Tri-Valley.
- Caltrans will construct ramp metering for both eastbound and westbound I-580 between San Ramon Road/Foothill Road interchange and Tassajara Road/Santa Rita Road interchange, under Contract No. 04-151054.

# PROJECT CHARTER

**Project Name:** I-580 HOV Lane Project, Phase I  
**County-Route-P.M.:** ALA-580 KP R12.6/30.7 (PM R7.8/19.1)  
**District-Project EA:** 04-290811

**Project Phase:** PS&E  
**Prepared by:** Tom Wintch, TY Lin (CMA)  
**Date Prepared:** December, 2005

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## ***Project/Phase Constraints, Assumptions, and Risks Continued:***

### *Assumptions Continued*

- Resources will be provided by all partners to meet the schedule.
- Funding will be provided by all partners, including SHOPP funding.

### *Risks:*

- Agency resources availability which could lead to schedule and cost overruns.
- Regional and Local Agency support.
- Timely certification of the Environmental Document.
- Multiple contractors working in the corridor concurrently.
- Design Exception approvals.
- Aerially deposited lead contamination.

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## **Phase Deliverables:**

### *Advance TOS/ITS/TMP Elements (Phase 1A)*

- Concept of Operations Report
- Draft and Final Systems Engineering and Management Plan
- Draft and Final Cooperative Agreement
- Draft and Final Project Study Report / Project Report, which includes:
  - Environmental Clearance
  - Right-of-Way Clearance
  - Storm Water Data Report
- 95% Plans, Specifications and Estimate
- Final (100%) Plans, Specifications and Estimate
- Right-of-Way Certification

### *EB HOV Lane (Phase 1B)*

- 35% Plans and Estimate
- Preliminary Transportation Management Plan
- "Informal" 65% Plans, Specifications, and Estimate
- 95% Plans, Specifications, and Estimate
- Final (100%) Plans, Specifications, and Estimate
- Final Transportation Management Plan
- Right-of-Way Certification

# PROJECT CHARTER

**Project Name:** I-580 HOV Lane Project, Phase I  
**County-Route-P.M.:** ALA-580 KP R12.6/30.7 (PM R7.8/19.1)  
**District-Project EA:** 04-290811

**Project Phase:** PS&E  
**Prepared by:** Tom Wintch, TY Lin (CMA)  
**Date Prepared:** December, 2005

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## Key Team Members:

ACCMA ..... Frank Furger  
Stefan Garcia

Caltrans ..... Stewart Ng  
Mark Zabaneh  
Issa Bouri  
Stephen Haas

Alameda County ..... Dawn Argula  
Ruben Izon

City of Dublin ..... Ray Kuzbari  
Ferd del Rosario

City of Livermore..... Bob Vinn  
Mohammad Pournia  
Ken Ross

City of Pleasanton ..... Jeff Knowles  
Mike Tassano

LAVTA.....Barbara Duffy

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## Deliverable Management:

- The ACCMA Project Manager will communicate with Project Partners to resolve issues, as required.
- PDT Meetings will be held on a regular, monthly basis.
- The ACCMA will provide meeting minutes and action items for all Project Partners no later than 14 days prior to the next PDT Meeting.
- Action items will include responsible parties who will endeavor to complete tasks by the scheduled date.
- The ACCMA will prepare a detailed schedule for this phase of the project.
- The ACCMA will provide Project Partners with copies of all PS&E milestone submittals. All Project Partners agree to provide comments to the ACCMA on all draft milestone submittals within six weeks of receipt.



## PROJECT CHARTER

**Project Name:** I-580 HOV Lane Project, Phase I  
**County-Route-P.M.:** ALA-580 KP R12.6/30.7 (PM R7.8/19.1)  
**District-Project EA:** 04-290811

**Project Phase:** PS&E  
**Prepared by:** Tom Wintch, TY Lin (CMA)  
**Date Prepared:** December, 2005

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### Approvals:

**Project Sponsor:** \_\_\_\_\_ **Date:** \_\_\_\_\_

Dennis Fay  
Executive Director  
Alameda County  
Congestion Management Agency

**Project Partner:** \_\_\_\_\_ **Date:** \_\_\_\_\_

Stewart Ng  
Deputy District Director  
California Department of Transportation

**Project Partner:** \_\_\_\_\_ **Date:** \_\_\_\_\_

Donald J. LaBelle  
Director of Public Works  
Alameda County Public Works Agency

**Project Partner:** \_\_\_\_\_ **Date:** \_\_\_\_\_

Melissa Morton  
Director of Public Works  
City of Dublin

**Project Partner:** \_\_\_\_\_ **Date:** \_\_\_\_\_

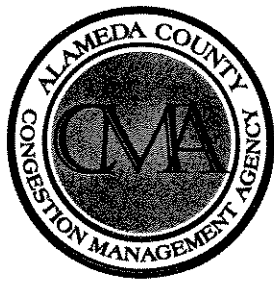
Marc Roberts  
Community Development Director  
City of Livermore

**Project Partner:** \_\_\_\_\_ **Date:** \_\_\_\_\_

Robert Wilson  
Director of Public Works  
City of Pleasanton

**Project Partner:** \_\_\_\_\_ **Date:** \_\_\_\_\_

Barbara Duffy  
General Manager  
Livermore-Amador Valley Transit Authority



ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

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E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

**MEMORANDUM**

*February 23, 2006  
Agenda Item 6.4.3*

DATE: February 23, 2006  
TO: Board of Directors  
FROM: Administration and Legislation Committee  
SUBJECT: Adoption of Annual Investment Policy and Presentation of Quarterly Investment Report

**Action Requested**

State law requires that each local government annually adopt an investment policy. The Agency's investment policy was last updated and adopted by the Board of Directors on February 24, 2005. The Policy has been reviewed and staff believes no changes are required. The Policy is attached and presented for your review and re-adoption for the current year. The Administration and Legislation Committee approved the Policy on February 13, 2006.

In addition, the Investment Policy requires that the Executive Director render an investment report to the Board of Directors at least 30 days following the end of the quarter. The Agency's first Quarterly Investment Report is included on page 50 as part of the Agency's Financial Reports for your review and acceptance.

**Discussion**

The Agency's Annual Investment Policy was reviewed by several public sector investment managers for completeness and currency. As a result, no changes were or are recommended.

In September and in December of 2005, the Agency elected to directly invest approximately \$ 14 Million of Exchange Fund reserves for periods of three months (\$ 5 Million) and six months (\$9 Million) because yields on permitted investments were significantly higher than those achievable through LAIF, where the Agency had historically held virtually all of its funds. Prior to initiating any investment activity, an analysis of the Agency's cash flow requirements indicated that the amounts invested were not needed during the time the funds would be invested.

A Summary of the Agency's current investment portfolio is attached for your review. A conservative estimate indicates that the composite yield to maturity of the Agency's portfolio exceeded the yield achievable through LAIF for the comparable time frame by 30-35 basis points, or approximately \$45 to \$50,000

**Alameda County Congestion  
Management Agency**

**Annual Investment Policy**

**Reviewed and Adopted**

**By the**

**Board of Directors**

**On**

**February 23, 2006**



ALAMEDA COUNTY CONGESTION  
MANAGEMENT AGENCY  
ANNUAL INVESTMENT POLICY

I. INTRODUCTION

The purpose of this policy is to assure a prudent and systematic investment program and to organize and formalize investment-related activities.

All funds shall be invested in accordance with this Annual Investment Policy. The Annual Investment Policy is based on the California Government Code Section 53601 et seq. (herein after referred to as the "Code") related to the investment of public funds and prudent money management.

II. SCOPE

It is intended that this Annual Investment Policy cover all funds and investment activities under the direction of the Agency.

III. PRUDENCE

The standard of prudence to be used by investment officials shall be the "prudent person" standard, which states, "Investments shall be made with judgment and care, under circumstances then prevailing, which persons of prudence, discretion, and intelligence exercise in the management of their own affairs, not for speculation, but for investment, considering the probable safety of their capital as well as the probable income to be derived."

The overall investment program shall be designed and managed with a degree of professionalism that is worthy of public trust. The Agency shall recognize that no investment is totally risk less and that the investment activities of the Agency are a matter of public record. Investment officers acting in accordance with this investment policy and exercising due diligence shall be relieved of personal responsibility for an individual security's credit risk or market price changes, provided deviations from expectations are reported in a timely fashion and appropriate action is taken to control adverse developments.

IV. OBJECTIVES

The primary objectives, in priority order, of the Agency's investment activities shall be:

- 1) Safety. Safety of principal is the foremost objective of the investment program. The Agency's investments shall be undertaken in a manner that seeks to ensure preservation of capital in the portfolio.
- 2) Liquidity. The Agency's investment portfolio shall remain sufficiently liquid to enable the Agency to meet its cash flow requirements.
- 3) Total Return On Investment. The Agency's investment portfolio shall be designed with the objective of attaining a market rate of return on its investments consistent with the constraints imposed by its safety objective and cash flow considerations.

Safety of principal is the primary objective of the Agency. Each investment transaction shall seek to ensure that large capital losses are avoided from securities or broker-dealer default. The Agency shall seek to ensure that capital losses are minimized from the erosion of market value. The Agency shall seek to preserve principal by mitigating the two types of risk, credit risk and market risk.

Credit risk, the risk of loss due to failure of the issuer of a security, shall be mitigated by investing in only permitted investments and by diversifying the investment portfolio according to this Annual Investment Policy.

Market risk, the risk of market value fluctuations due to overall changes in the general level of interest rates, shall be mitigated by matching maturity dates, to the extent possible, with the Agency's expected cash flow draws. It is explicitly recognized herein, however that, in a diversified portfolio, occasional losses are inevitable and must be considered within the context of the overall investment return.

## V. DELEGATION OF AUTHORITY

The management responsibility for the investment program is hereby delegated to the Executive Director who shall monitor and review all investments for consistency with this investment policy. The Executive Director may delegate responsibility for day-to-day management of the portfolio. No person may engage in an investment transaction except as provided under the limits of this policy. The Executive Director may also delegate the investment decision making and execution authority to an investment advisor. The advisor shall follow the policy, which has been approved by the Board of Directors and such other written instructions as are provided.

## VI. ETHICS AND CONFLICT OF INTEREST

Officers and employees involved in the investment process shall refrain from personal business activities that could conflict with proper execution of the investment program, or which could impair their ability to make impartial decisions. Agency employees and officers involved in the investment process shall disclose to the Executive Director any material financial interests in financial institutions that

conduct business with the Agency, and they shall further disclose any personal financial/investment positions that could be related to the performance of the Agency's portfolio.

## VII. INTERNAL CONTROLS

The Executive Director or his designee shall establish a system of internal controls, which shall be documented in writing. The controls shall be designed to prevent losses of public funds arising from fraud, employee error, and misrepresentations by third parties and imprudent actions by employees or officers of the Agency. The internal controls shall be reviewed with the Treasurer/Auditor and the independent external auditor. The Treasurer/Auditor shall perform a review of the internal controls at least on an annual basis.

## VIII. PERMITTED INVESTMENT INSTRUMENTS

The Agency's policy is to invest only in instruments as permitted by the Code, subject to the limitations of this Annual Investment Policy. Permitted investments for Board designated "Operating Funds", unless otherwise specified, are subject to a maximum stated term of 180 days. Permitted investments under Board designated "Reserve Funds", unless otherwise specified, are subject to a maximum stated term of up to three years. The Board of Directors must grant express written authority to make an investment or to establish an investment program of a longer term.

Maturity shall mean the stated final maturity of the security, or the unconditional put option date if the security contains such provision. Term or tenure shall mean the remaining time to maturity when purchased.

Permitted investments shall include:

1. U.S. Treasury Obligations: United States Treasury notes, bonds, bills or certificates of indebtedness, or those obligations for which the full faith and credit of the United States are pledged for the payment of principal and interest.
2. Obligations of Federal Agencies and U.S. Government Sponsored Enterprises: Obligations issued by Banks for Cooperatives, Federal Land Banks, Federal Intermediate Credit Banks, Federal Farm Credit Banks, Federal Home Loan Banks, the Federal Home Loan Bank Board, the Tennessee Valley Authority, or in obligations, participation's, or other instruments of, or issued by, or fully guaranteed as to principal and interest by, the Federal National Mortgage Association; or in guaranteed portions of Small Business Administration notes; or in obligations, participation's, or other instruments of, or issued by, a federal agency or a United States government-sponsored enterprise, or such agencies or enterprises which may be created.



3. State of California Obligations: Registered state warrants, treasury notes or bonds of the State of California, including bonds payable solely out of revenues from a revenue-producing property owned, controlled, or operated by the state or by a department, board, agency or authority of this State.
4. Local Agency Obligations: Bonds, notes, warrants or other evidences of indebtedness of any local agency of the State, including bonds payable solely out of revenues from a revenue-producing property owned, controlled, or operated by a local agency or by a department, board, agency or authority of a local agency. Such obligations must be rated A-1/P-1, or equivalent or better short-term; or Aa/AA or better long term by two national rating agencies.
5. Bankers' Acceptances: Bills of exchange or time drafts drawn on and accepted by domestic or foreign banks, which are eligible for purchase by the Federal Reserve System, the short-term paper of which is rated in the highest letter and numerical rating (A-1/P-1) by Moody's Investors Services and by Standard & Poor's Corporation.

Purchases of Banker's Acceptances may not exceed 180 days maturity or 25 percent of the Agency's portfolio. No more than five percent of the Agency's portfolio may be invested in the Banker's Acceptances of any one commercial bank.

6. Commercial Paper: Commercial paper of "prime" quality of the highest ranking or of the highest letter and numerical rating (A-1/P-1) as provided by Moody's Investors Service, Inc. and Standard & Poor's Corporation; provided that the issuing corporation is organized and operating within the United States, has total assets in excess of \$500 million and has an "A" or higher rating for its long-term debt, if any, as provided by Moody's or Standard & Poor's.

Purchases of eligible commercial paper may not exceed 270 days maturity nor represent more than 10 percent of the outstanding paper of an issuing corporation.

Purchases of commercial paper may not exceed 25 percent of the Agency's portfolio. No more than five percent of Agency's portfolio may be invested in Commercial Paper of any one corporation pursuant to this section.

7. Repurchase Agreements: Investments in repurchase agreements and reverse repurchase agreements may be utilized only as short-term investments, not to exceed 90 days.

Repurchase agreements may be utilized only when all of the following conditions are met:

- (a) The term of repurchase agreements shall be for 90 days or less.

- (b) The Agency shall have properly executed a Public Securities Association (PSA) Master Repurchase Agreement with each firm with which it enters into Repurchase Agreements.
  - (c) Repurchase agreements shall only be made with counterparties that are primary dealers of the Federal Reserve Bank of New York rated "A1", "AA" or better by two nationally recognized rating services.
  - (d) The market value of securities that underlay a Repurchase Agreement shall be valued at 102 percent or greater of the funds borrowed against those securities and the value shall be reviewed weekly unless market conditions warrant daily valuation. Each time there is a substitution of collateral, the market value must be calculated and the Agency must be notified of the substitution.
  - (e) Collateral shall be limited to obligations of the U.S. Government and its agencies and U.S. Government sponsored enterprises as described in #1 and #2 of this section.
  - (f) Collateral shall be delivered to a third party custodian in all cases, and the Agency shall obtain a perfected first security interest in all collateral.
8. Corporate Notes: Medium-term corporate notes of a maximum of five years maturity issued by corporations organized and operating within the United States or by depository institutions licensed by the U.S. or any state and operating within the U.S. Notes eligible for investment shall be rated in a category "A" or its equivalent or better by a nationally recognized rating service.
- Purchase of medium-term corporate notes may not exceed 30 percent of the Agency's portfolio and shall be limited to five percent in any one issuer.
9. Insured Savings/Money Market Accounts: Federal Deposit Insurance Corporation (FDIC)-insured savings accounts or Securities and Exchange (SEC)-registered money funds.
10. Negotiable certificates of deposit or deposit notes issued by a nationally- or state-chartered bank or a state or federal savings and loan association or by a state-licensed branch of a foreign bank. Such obligations must have long-term ratings of Aa/AA or better by two national rating agencies.

Purchases of negotiable certificates of deposit may not exceed 30 percent of the Agency's portfolio and shall be limited to five percent in any one issuer. (Deposit notes and bank notes shall be included with negotiable certificates of deposit in calculating allowable maximum percentages.)

11. Mortgage and Asset-Backed Obligations: Any mortgage pass-through security collateralized mortgage obligation, mortgage-backed or other pay-through bond, equipment lease-backed certificate, consumer receivable-backed bond of a maximum of five years maturity. Such obligations must be rated Aa/AA or better long term by two national rating agencies and the issuer of such obligations must be rated Aa/AA or better by two national rating agencies. Purchases of securities authorized by this section may not exceed 20 percent of the Agency's portfolio, which may be invested pursuant to this section and shall be limited to five percent in any one non-governmental issuer.
12. Mutual Funds: Shares of beneficial interest issued by diversified management companies, as defined in Section 23701m of the Revenue and Taxation Code, investing in the securities and obligations authorized by sections a through 1 of Government Code section 53601. To be eligible for investment pursuant to this subdivision these companies shall either: (1) attain the highest ranking letter or numerical rating provided by at least two of the three largest nationally recognized rating services or (2) have an investment advisor registered with the Securities and Exchange Commission with at least five years experience investing in securities and obligations authorized by Government Code Section 53601 and with assets under management in excess of \$500,000,000. The purchase price of shares of beneficial interest purchased pursuant to this subdivision shall not include any commission that these companies may charge and the Agency may not use any fund that assesses fees for deposits or withdrawals.

The purchase price of shares shall not exceed 20 percent of the Agency's portfolio.

13. State of California's Local Agency Investment Fund (LAIF): In accordance with Section 16429.1 of the California Government Code, the Agency may invest up to the maximum amount permitted by law in LAIF. The LAIF portfolio, including its average maturity, credit quality and Investment Policy shall be reviewed annually.

Credit criteria listed in this section refer to the credit of the security or the issuing organization at the time the security is purchased.

#### IX. INELIGIBLE INVESTMENTS

Any security type or structure not specifically approved by this policy is hereby specifically prohibited. Security types which are prohibited include,

- (a) Inverse floaters, range notes, dual index notes, leveraged or deleveraged floating-rate notes, or interest-only strips that are derived from a pool of mortgages.
- (b) Any security that could result in zero interest accrual if held to maturity.



- (c) Any security with an unusually high degree of interest rate sensitivity or credit risk.
- (d) Any security that is foreign currency denominated.

#### X. RATING DOWNGRADES

The Agency may from time to time be invested in a security whose rating is downgraded. In the event of a downgrade, the Executive Director or his designee shall report the downgrade to the Board at the next scheduled presentation of the portfolio. In the event of a downgrade below the minimum credit rating criteria permitted by this investment policy, the designated investment manager shall immediately report the downgrade to the Executive Director. The Executive Director or his designee shall report to the Board, at their next regularly scheduled meeting, both the downgrade and the action that has been taken.

#### XI. DIVERSIFICATION

Investments shall be diversified to eliminate the risk of loss resulting from over concentration of assets in a specific maturity, specific issue, or specific class of securities. Diversification limits ensure the portfolio is not unduly concentrated in the securities of one type, industry, or entity, thereby assuring adequate portfolio liquidity should one sector or company experience difficulties.

INSTRUMENTS	Maximum % of Portfolio at Time of Purchase
A. U.S. Treasuries (including U.S. Treasury Coupon and principal STRIPS)	100% (Code)
B. Federal Agencies and U.S. Government Sponsored Enterprises	100% (Code)
C. State of California and Local Agency Obligations	25% (Code 100%)
D. Bankers Acceptances	30% (Code 40%)
E. Commercial Paper	25% (Code)
F. Negotiable Certificates of Deposit	30% (Code)
G. Repurchase Agreements	100% (Code)
H. Corporate Securities/ Certificates of Deposit	30% (Code)
I. Mutual Funds	20% (Code)
J. Mortgage and Asset-backed Securities	20% (Code)
K. Money Market Funds	20% (Code)

Issuer/Counterparty Diversification Guidelines – The percentages specified below shall be adhered to on the basis of the entire portfolio:

- |  |     |
|--|-----|
| i. Any one Federal Agency or Government Sponsored Enterprise | 35% |
| ii. Any one repurchase agreement counterparty name           |     |
| If maturity/term is $\leq 7$ days                            | 50% |
| If maturity/term is $> 7$ days                               | 25% |

Issuer/Counterparty Diversification Guidelines for All Other Securities described in Subsections A-K in VII. Permitted Investments of this Annual Investment Policy:

Any one corporation, bank, local agency, or other corporate name for one or more series of securities, and specifically with respect to special purchase vehicles issuers for mortgage and asset-backed securities, the maximum applies to all such securities backed by the same type of assets of the same issuer.

5%

## **XII. SALES PRIOR TO MATURITY**

In the effort to maximize portfolio performance, the Agency may, from time to time, sell securities that it owns in order to better reposition its portfolio assets in accordance with updated cash flow schedules or better market opportunities.

## **XIII. MAXIMUM MATURITY**

To the extent necessary, the Agency shall match investments with anticipated cash flow requirements. Investment maturities greater than three years require approval of the Treasurer/Auditor. Long-term securities of more than one year shall be limited to 40% of the portfolio.

## **XIV. REPORTING REQUIREMENTS**

In accordance with Government Code Sections 53600 through 53609, the Executive Director or his designee shall annually render to the Board a statement of investment policy, which the Board shall consider at a public meeting.

The Executive Director shall, quarterly, render an investment report to the Board of Directors. The quarterly report shall be submitted within 30 days following the end of the quarter. The following shall be included, if applicable.

- Type of investment instrument (i.e. Treasury Bill, medium-term note)
- Issuer names
- Purchase date (trade and settlement date)
- Maturity date
- Par value
- Purchase price
- Coupon rate

- Call/refunding date and price
- Discounts or premiums, if any
- Accrued interest paid at purchase, if any
- Accrued interest to date
- Amortization of premium/discount
- Overall portfolio yield based on cost
- Yield at market
- Book value
- Current market value and the source of the valuation
- Current credit rating of each security other than U.S. Treasuries
- Average maturity or duration
- Unrealized market value gain or loss (i.e., market value-book value)
- Broker/dealer from whom the security was purchased
- Other special features, characteristics, or comments

The quarterly report also shall (i) state compliance of the portfolio to the statement of investment policy, or manner in which the portfolio is not in compliance, (ii) include a statement denoting the ability of the Agency to meet its cash expenditure requirements for the next six months, or provide an explanation as to why sufficient money shall, or may, not be available.

#### XVI. SAFEKEEPING AND CUSTODY

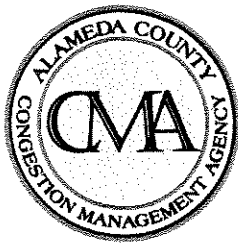
All securities owned by the Agency shall be kept in safekeeping with "perfected interest" in the name of the Agency by a third-party bank trust department, acting as agent for the Agency under the terms of a custody agreement executed between the bank and the Agency.

All securities shall be received and delivered using standard delivery versus payment procedures.

#### XVII. PERFORMANCE STANDARDS

Any investment(s) shall be designed with the objective of obtaining a rate of return throughout budgetary and economic cycles commensurate with the investment risk constraints and cash flow needs of the Agency. The Agency shall establish performance benchmark indices for specific funds for performance evaluation purposes, which shall include indices for short term and intermediate funds.





ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

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**Memorandum**

*February 23, 2006  
Agenda Item 7.1*

**DATE:** February 15, 2006  
**TO:** CMA Board  
**FROM:** Plans and Programs Committee  
**RE:** Local Streets and Roads Rehabilitation Program:  
Federal Cycle 3 and CMA TIP Funds

**Action Requested**

It is recommended that the Board approve the final program of projects for the Local Streets and Roads Rehabilitation Program funded with federal cycle 3 and CMA TIP funds.

**Next Steps**

The program will be presented to MTC for inclusion in the Transportation Improvement Program. (TIP).

**Discussion**

MTC has approved \$66 million in federal STP funds to be available for programming in the region for the Local Streets and Roads Rehabilitation Program. Of these funds, \$9.09 million has been reserved for local streets and roads projects in Alameda County. At the October meeting, the CMA Board authorized staff to solicit projects for the local streets and roads funding. A call for projects was released and project applications were requested by November 30<sup>th</sup>.

The Third Cycle funds will be available to program in fiscal years 07/08 and 08/09. MTC has indicated that it will allow for the programming of "ready to go" LSR projects in fiscal year 06/07. Projects programmed in this year would need to request obligation by as early as March 1, 2007.

The schedule to program the funds is detailed below.

October 28, 2005:	Release of call for projects;
November 30, 2005:	Applications due to CMA;
January, 2006:	Draft Program;
February, 2006:	Final Program;
March 17, 2006:	Resolutions/Opinions Due to CMA.

### Eligible Project Types

The overall programming guidelines used in the last LSR programming cycle of federal funds are intended to be applied to this programming cycle. This includes the eligibility of all federally eligible streets/roads on the Federal Functional Classification System rather than the more restrictive MTS system requirement. The projects programmed with these funds will be required to follow the MTC Regional Project Delivery Policy detailed in MTC Resolution 3606 (Resolution 3606 is anticipated to be revised in the near future, which could include revisions to the MTC delivery policy guidelines and deadlines). MTC will require a resolution and opinion of legal council from sponsoring agencies receiving federal funds, and projects receiving funds will be amended into the TIP. Other criteria that will need to be met include:

- Projects must be based on the analysis from an established PMS for the jurisdiction.
- A local match of 11.47% is required for STP funds.
- All projects should consider bicyclists, pedestrians, and persons with disabilities.
- Project must extend the service life of a facility for a minimum of 5 years.
- Only projects that are fully funded usable segments will be considered.

As staff has done in the last two LSR cycles, we have proposed an exchange component for the program to assist local agencies in delivery of LSR projects. The proposal includes \$1.4 million in LSR projects that will be delivered with non-federal funds. As with previous exchanges, the CMA TIP funds for the LSR projects will not be available until after the original federal funds are expended and reimbursed. The CMA TIP funds are anticipated to be available no earlier than FY 2007/2008.

The ACTAC recommended approval of this item unanimously.

Attachments

**STP/CMAQ Programming:**

**STP Cycle 3 Local Streets and Roads**

**Final Program**

Index	Sponsor	Project Title	STP Cycle 3 (\$9.09M)	Phase & FY Requested	Total Project Cost (\$ x 1,000)	Project Elements	Bicycle and Pedestrian Elements
			STP Requested (\$ x 1,000)				

**PLANNING AREA 1**

1	Berkeley	University Ave Reconstruction -6th St. to San Pablo Ave.	\$ 630	PSE 07/08 Con 08/09	\$ 960	Pavement rehabilitation, install of ADA ramps, and any necessary drainage improvements.	ADA compliant curb ramps.
2	Oakland	City of Oakland Street Resurfacing -27 street segments	\$ 2,486	Con 07/08	\$ 3,353	Pavement rehabilitation, sidewalk, curb, gutter and curb ramp repairs.	Sidewalk and curb ramp repair. Bike lanes are being considered for two segments.
<b>Totals:</b>			<b>\$ 3,116</b>		<b>\$ 4,313</b>		

**PLANNING AREA 2**

3	Alameda County	Castro Valley Blvd Pavement Rehabilitation -Foothill Blvd. to Stanton Ave.	\$ 841	PSE 07/08 Con 08/09	\$ 955	Pavement rehabilitation and drainage inlet modifications as needed.	Segment is a proposed Class III Bike Route.
4	Hayward	Arterial Pavement Rehabilitation -Portions of Huntwood Ave, Santa Clara St., and Whitman St.	\$ 880	PE 06/07 Con 07/08	\$ 999	Pavement rehabilitation, restriping, and detector loop replacement.	Rehab/restriping of existing bike facilities on all project streets.
5	San Leandro	Washington Ave Pavement Rehabilitation -San Lorenzo Creek to I-880 OC	\$ 491	PE 06/07 Con 07/08	\$ 555	Pavement rehabilitation of a major arterial.	Installation of signage for Class III Bike Route.
<b>Totals:</b>			<b>\$ 2,212</b>		<b>\$ 2,509</b>		

**PLANNING AREA 3**

6	Fremont	Street Overlay -Thirteen Street Segments	\$ 1,269	Con 06/07	\$ 3,712	Pavement rehabilitation and ADA curb ramps.	Install 2 new bike lanes, restripe 8 exist. bike lanes, and ADA curb ramps on all segments, as needed.
7	Fremont	Street Overlay -Thirteen Street Segments (STP Exchange)	\$ 1,581	Con 06/07			
8	Union City	Alvarado-Niles Pavement Rehabilitation -I-880 to Western Ave.	\$ 426	PSE 07/08 Con 08/09	\$ 482	Pavement rehab and traffic signal loop replacement.	Restriping & signage for existing bike lanes.
<b>Totals:</b>			<b>\$ 3,276</b>		<b>\$ 4,194</b>		

**PLANNING AREA 4**

9	Alameda County	See Project #3					
10	Livermore	Murrieta Blvd Pavement Rehabilitation -Fenton St to UPRR tracks -Jack London Blvd to Del Norte Dr.	\$ 486	Con 06/07	\$ 869	Pavement rehabilitation, ADA Curb ramps, and sidewalk repair along entire limits.	ADA Curb ramps, sidewalk repair, and new bike lanes btwn Fenton St. and Stanley Blvd.
<b>Totals:</b>			<b>\$ 486</b>		<b>\$ 869</b>		

<b>STP/CMAQ Programming Totals:</b>			<b>\$ 9,090</b>		<b>\$ 11,885</b>		
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**CMA TIP Programming:**

**Local Streets and Roads**

**Final Program**

Index	Sponsor	Project Title	CMATIP (\$1.423M)	Phase Requested	Total Project Cost (\$ x 1,000)	Project Elements	Bicycle and Pedestrian Elements
			CMATIP <sup>1</sup> Requested (\$ x 1,000)				

**PLANNING AREA 1**

1	Alameda	Alameda City Street Resurfacing, Phases 26 & 27 -16 street segments	\$ 405	Con	\$ 2,500	Pavement rehabilitation on portions of 16 city streets.	Rehab of existing bike lanes for seven project streets.
2	Albany	Pierce St Rehabilitation -from Richmond/Albany border to approx. 1550 ft South	\$ 91	Con	\$ 433	Pavement rehab and curb ramp repair.	Curb ramps, and if further funding is identified, a Class I bike lane.
3	Emeryville	Park Ave Street Improvements Park Ave from Hollis St. to Hallick St.	\$ 45	Con	\$ 5,800	Pavement rehab and streetscape imps including undergrounding of utilities.	Sidewalk widening, bulb-outs, and limited truck access.
4	Piedmont	Highland Avenue Resurfacing -Park Way to Guilford Road	\$ 60	Con	\$ 96	Pavement rehabilitation.	
<b>Totals:</b>			<b>\$ 601</b>		<b>\$ 8,829</b>		

**PLANNING AREA 2**

<b>Totals:</b>			<b>\$ -</b>		<b>\$ -</b>		
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**PLANNING AREA 3**

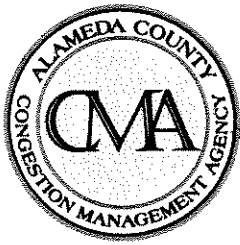
5	Newark	Pavement Overlay: Brittany Ave, Newark Blvd, & Spruce St.	\$ 238	Con	\$ 318	Pavement rehabilitation.	All necessary bike/ped facility restriping for all segments.
<b>Totals:</b>			<b>\$ 238</b>		<b>\$ 318</b>		

**PLANNING AREA 4**

6	Dublin	Annual Street Overlay Program: -Dublin Blvd from Sierra Court to Dublin Court -Dougherty Rd. from Amador Valley Blvd to Scarlett Dr.	\$ 217	Con	\$ 281	Pavement rehabilitation and restriping.	Install of approx. 100 ft of missing sidewalk.
7	Pleasanton	Annual Street Resurfacing for 2007 -Eight street segments	\$ 367	Con	\$ 1,561	Pavement rehabilitation.	Sidewalk and curb ramp repair.
<b>Totals:</b>			<b>\$ 584</b>		<b>\$ 1,842</b>		
<b>CMA TIP Programming Totals:</b>			<b>\$ 1,423</b>		<b>\$ 10,989</b>		

**Notes:**

<sup>1</sup> These CMA TIP funds are anticipated to be available no earlier than FFY 07/08.



ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

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**Memorandum**

*February 23, 2006  
Agenda Item 7.2*

**DATE:** February 15, 2006  
**TO:** CMA Board  
**FROM:** Plans and Programs Committee  
**RE:** 2006 State Transportation Improvement Program (STIP) and  
CMA Transportation Improvement Program (CMA TIP)

**Action Requested**

It is recommended that the Board approve the adjustments to the 2006 STIP Program outlined below. The CMA Board approved the initial program on November 17, 2005. It is also recommended the Board approve the programming of \$500,000 of CMA TIP to the Emeryville Ashby Bay Interchange Project.

**Next Steps**

Upon Board approval, the CMA will work with MTC and the CTC to incorporate the adjustments into the final STIP.

**Discussion**

The CMA Board approved the 2006 STIP program at their November 17, 2005 meeting. Over the last two months, the following amendments to the 2006 STIP have been proposed.

I-580 Soundwall in Livermore (Vasco Rd/First Street)-Caltrans

This amendment will remove the project from the STIP. The CMA will deliver this project with a combination of an existing federal earmark and local funds designated for the I-580 Corridor. The \$1.009M will be moved to the I-580 Auxiliary Lanes and HOV Lane project, increasing the 2006/07 programming from \$16M to \$17.009M and the total project funding \$25M to \$26.009M.

I-580 Auxiliary Lanes and HOV Lane-ACCMA

This amendment will increase the funding on this project by \$1.009M to \$26.009M. The funding will include \$17.009M in FY 2006/07 and \$9M in FY 2009/10. The \$1.009M is being amended from the I-580 Soundwall in Livermore (Vasco Rd/First Street).

Emeryville Terminal Parking Garage-Emeryville

Emeryville has indicated that it will not need the \$2.11M in STIP funding currently programmed for the Emeryville Terminal Parking Garage Project. Emeryville has requested

that these funds be deprogrammed from the project and that the CMA program \$500K of CMA TIP funds to the Ashby/Bay Interchange project for additional project development work. This amendment will remove the \$2.11 million of STIP funds from the Emeryville Terminal Parking Garage project and program \$500K for the Ashby/Bay Interchange project from the CMA TIP program. This will supplement \$263K of CMA TIP funds previously programmed to the project for work through the Preliminary Engineering phase. Of the \$2.11M of STIP funds, \$1M will be programmed to the Route 84 project in Livermore. The remaining \$1.11M is proposed to be amended into the AC Transit Rehabilitation project which is also an existing exchange project.

#### AC Transit Rehabilitation Project-AC Transit

This amendment moves \$4.628M from FY 06-07 to FY 07-08 to better coordinate with the cash flow needs of the project. This amendment also adds \$1.11M of STIP funds available from the Emeryville Terminal Parking Garage project, revising the programmed amount up to \$5.738M. This project will be an exchange project.

#### Route 84 Project in Livermore - ACTIA

ACTIA has requested that STIP funds be placed on the Route 84 project in Livermore. There are no STIP/federal funds currently programmed to the project. ACTIA believes the inclusion of federal funds may help in raising the priority of the project review by FHWA. This amendment programs \$1M of STIP funds to the project. The \$1M of STIP funds would be an exchange project. CMA staff will work with the sponsor, MTC, and CTC to program the funds in the earliest year available.

#### Union City Intermodal Station-Union City

This amendment removes \$1.7M of Transportation Enhancement (TE) funds from the project. This funding was submitted prior to the approval of the Final TLC program. CMA staff had anticipated that the project would be able to exchange this amount of TE funding. After review of the funding plan and discussion with the sponsor, staff is proposing to amend the \$1.7M in TE funds back to the TE reserve for use by the other TE eligible projects approved for the TLC program. Future exchanges of the TE reserve may be considered to assist in the delivery of the TLC program.

#### TE Program Reserve

This action will amend \$1.7M of TE funds into the TE Reserve in. Amend \$608K of TE funds into FY 2008/09 increasing the total funds to \$2.04M and amend \$1.092M in FY 2007/08 for a total of \$1.092 in FY 2007/08. The amended funds were previously programmed to the Union City Intermodal Station. The ACCMA will maintain a TE program reserve to fund projects that have been selected for the County TLC program. As projects are determined ready to deliver, the ACCMA will request amendments to the STIP to program the TE funds to the County TLC Program projects. The ACCMA continues to work with sponsors to identify projects that may be ready to be delivered in FY 06/07 and will contact MTC upon identification of those projects.

The ACTAC recommended approval of this item unanimously.

Attachment – 2006 STIP Program Approved 11/18/05



## Proposed STIP and CMA TIP Reprogramming

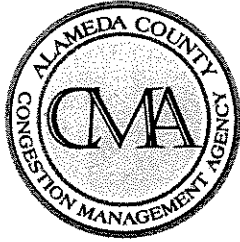
Current STIP Programming		Comments
Emeryville Intermodal Center Parking Garage	\$ 2,110	No STIP funds currently programmed
ACTIA Route 84 Project (Tri-Valley	\$ 0	
<b>Total</b>	<b>\$ 2,110</b>	

Recommended STIP Re-Programming		Comments
Emeryville Intermodal Center Parking Garage	\$ 0	
ACTIA Route 84 Project (Tri-Valley	\$ 1,000	
Project TBD/Reserve	\$ 1,100	
<b>Total</b>	<b>\$ 2,100</b>	

Proposed CMA TIP Programming		Comments
Emeryville Ashby/Bay I-80 I/C Project Development	\$ (500)	
MB funds from RT 84 Project	\$ 1,000	
<b>Net Impact on CMA TIP</b>	<b>\$ 500</b>	

# Alameda

		Project Totals by Fiscal Year								
		(\$ x 1,000)								
Agency	Project	Total	Prior	04-05	05-06	06-07	07-08	08-09	09-10	10-11
<b>Non-PTA Projects:</b>										
Caltrans	Soundwall, Berkeley Aquatic Park	2,986	0	0	0	0	0	0	0	2,986
Caltrans	4-in expressway (Measure B, \$46,000)	10,000	0	0	0	0	0	0	10,000	0
Caltrans	Reconstruct, widen, Rt 580-Rt 880 (04S-69)	4,059	0	0	0	0	0	0	4,059	0
ACCMA	Route 580 aux and HOV lanes (04S-69)	25,000	0	0	0	16,000	0	0	9,000	0
Caltrans	Soundwall, Livermore, Vasco Rd-First St	1,009	0	0	0	1,009	0	0	0	0
Caltrans	Rt 580 noise barrier, add to con	5,877	0	0	0	0	5,877	0	0	0
Caltrans	Sunol Grade SB, HOV, phase 3	7,246	0	0	0	0	7,246	0	0	0
Caltrans	Landscaping, SCI Co Line-Alvarado/Niles (02S-74)	3,640	0	0	0	0	0	0	0	3,640
Caltrans	Mandela Pkwy extension, widening, turn pockets	1,900	0	0	0	0	1,900	0	0	0
Oakland	Rt 880 access at 42nd Av/High St, R/W	4,090	0	0	0	0	4,090	0	0	0
Alameda Co	Vasco Rd safety improvements	3,900	0	0	0	0	0	3,900	0	0
Alameda (City)	Tinker Av extension	4,000	0	0	0	0	0	0	4,000	0
MTC	Planning, programming, and monitoring	531	0	0	0	110	111	103	103	104
MTC/ACCMA	Planning, programming, and monitoring	850	0	0	0	111	111	209	209	210
		75,088	0	0	0	17,230	19,335	4,212	27,371	6,940
<b>PTA Eligible Projects:</b>										
Union City	Union City Intermodal Station	9,787	0	0	0	9,787	0	0	0	0
AC Transit	Maintenance facilities & equipment upgrades	3,705	0	0	0	3,705	0	0	0	0
AC Transit	Expand satellite-based tracking communications	1,000	0	0	0	1,000	0	0	0	0
AC Transit	Berkeley/Oakland/San Leandro transit service study	2,700	0	0	0	2,700	0	0	0	0
AC Transit	Bus component rehabilitation	4,500	0	0	0	4,500	0	0	0	0
AC Transit	International/Telegraph Rapid Bus	1,000	0	0	0	1,000	0	0	0	0
LAVTA	Bus maintenance & operations facility	5,500	0	0	0	1,500	0	4,000	0	0
Emeryville	Emeryville terminal, parking garage (RTIP)(02S-87)	2,110	0	0	0	0	0	2,110	0	0
BART	Oakland Airport connector guideway (RTIP)	38,000	0	0	0	0	38,000	0	0	0
BART	Ala Co BART Station Renovation Program	3,248	0	0	0	0	3,248	0	0	0
AC Transit	AC Transit Rehab Project	4,628	0	0	0	4,628	0	0	0	0
		76,178	0	0	0	28,820	41,248	6,110	0	0
<b>TE Projects:</b>										
Union City	Union City Intermodal Station	3,700	0	0	0	3,700	0	0	0	0
N/A	TE Program Reserve	5,214	0	0	0	0	0	1,432	1,859	1,923
		8,914	0	0	0	3,700	0	1,432	1,859	1,923
<b>STIP Advancement (Subject to CTC allowing advancement of future shares):</b>										
Caltrans	Caldecott Tunnel Project	5,000	0	0	0	0	0	0	0	5,000
		5,000	0	0	0	0	0	0	0	5,000
<b>Proposed Program</b>										
	Total Non-PTA Program	75,088				17,230	19,335	4,212	27,371	6,940
	Total PTA Program	76,178				28,820	41,248	6,110	0	0
	Subtotal	151,266				46,050	60,583	10,322	27,371	6,940
	Total TE Program	8,914				3,700	0	1,432	1,859	1,923
	Total	160,180				49,750	60,583	11,754	29,230	8,863
	Total Advance Programming	5,000				0	0	0	0	5,000



ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

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**MEMORANDUM**

*February 23, 2006  
Agenda Item 8.1*

DATE: February 14, 2006  
TO: CMA Board  
FROM: Administration & Legislation Committee  
SUBJECT: Response to Growing CMA Responsibilities

**Action Requested**

In response to the growth of the CMA's responsibilities and functions over the last year or so, staff has been reviewing policies, procedures and resource levels to assure to the extent possible the agency is ready for these new duties. It is recommended that the Board take the following actions:

1. Adopt the attached revision to the FY 2005-06 Budget, which includes the new positions that have been created to handle work previously provided by consultants (see revised organization chart). See also Agenda Item 8.2 for the impact on the FY 2006-7 budget.
2. Adopt Resolution 05-19 (Revised), Staff Salaries and Benefits for 2006, which specifies the salary ranges for the new positions (see attached letter from CompAnalysis).
3. Adopt the attached job specifications for Supervising Principle Transportation Engineer, Information Technology Specialist and Contracts Administrator and revised job specifications for Administrative Manager and Accounting Manager.

Converting selected consultant tasks to staff is within the forecast revenue for the agency and has the added benefit of providing revenue that can be applied to the administrative overhead of the agency rather than to the overhead of consultants.

**Discussion**

Background. The CMA's responsibilities have grown dramatically over the last few years, as evidenced by the dramatic increase in the annual budget from \$1.5 million in 1995-6 to \$7.5 million in 2000-01 to \$39 million in 2006-7. During recent years the CMA has taken on several new responsibilities including the following:

- The SMART corridors program has grown and now includes assisting AC transit with deployment of the Rapid Bus.
- The CMA is the sponsor or co-sponsor of several Regional Measure 2 (RM 2) projects that are in project development and will soon move into construction.



- MTC has asked the CMAs to take on new responsibilities associated with the T Plus program, the Transportation for Livable Communities (TLC) program, community based transportation plans, Lifeline Transportation, and bicycle/pedestrian funding. Other delegations may be on the way.
- The CMA is developing the first HOT lane project in Northern California over the Sunol Grade on I-680 and the Board has authorized studies of a second project on I-580 in the Livermore Valley.
- The CMA will be conducting the Central County Freeway study for ACTA as part of the substitute projects for the Hayward Bypass.
- The CMA's responsibilities for programming federal and state funds and monitoring sponsor compliance continue to grow.

As each of these new functions was undertaken, consultants were used to the extent possible, rather than increase the size of staff. While using consultants for any one of these new functions was a reasonable decision at the time, a different decision would have been made had all new functions materialized simultaneously. It is now time to reconsider the balance between staff and consultants.

Concept. The following functions, now being provided through consultants, are candidates for conversion to staff:

- Project management for RM 2 projects and other projects
- Support for the CMA's fund programming functions
- Information technology support for the SMART corridors program
- Various administrative functions, including contract administration and compliance

It is proposed that parts of these functions be brought in-house by creating the following staff positions (see attached organization chart and new job specifications):

1. A project manager for RM 2 (Supervising Principle Transportation Engineer) -- this position has already been authorized but was filled with a dedicated consultant for various reasons
2. An engineer (Senior Transportation Engineer) to assist the RM 2 project manager
3. A position in the programming section (Associate Transportation Engineer) to help with fund programs and monitoring
4. A technical assistant for information technology (Information Technology Specialist) associated with the SMART corridors program and other technical needs of the agency
5. An additional Administrative Assistant in the Programming and Projects section
6. A project manager (Senior Transportation Planner) in the Planning section for the Central County Freeway study, bicycle plan, dynamic ridesharing and other functions
7. A Contracts Administrator -- this position will include processing all contracts and amendments to contracts, assuring contract compliance including the DBE, LBE and SBE programs, and other related functions
8. An Administrative Assistant for general office duties

Consultants would still be used to cover specialized work and to handle peaks in workload.

Budget Implications. It is projected that revenue from grants and other agreements over the next 2 to 5 years will cover the cost of the new positions. When looking back at the history of this agency, functions and responsibilities have grown significantly every 3 to 5 years. In effect, a five-year horizon is a long term planning period for this agency. Converting selected consultant tasks to staff is within the forecast revenue for the agency and has the added benefit of providing revenue that can be applied to the administrative overhead of the agency rather than to the overhead of consultants. Based on our estimates, project budgets will benefit from the conversion to staff, and the agency will get a net new contribution to the agency overhead of approximately \$355,000 annually. There will of course be start up costs, such as reconfiguring the office and purchasing furniture and other equipment – approximately \$185,000. In addition, we will lose the rent in the amount of about \$20,000 annually from consultants now leasing space in our offices. No additional leased space is necessary to accommodate the new positions.

The attached material provides more detail on the functions and responsibilities of the new positions and provides an estimate of the expected annual savings and benefits to the agency overhead. The revised budget for FY 2005-6 and the draft budget for FY 2006-7 provide additional information on the budget implications.

## Attachment 1

### Functions to be Converted to Staff and Cost-Benefit Implications

#### Functions

- ❑ Project management for Central County Freeway Study and follow up PSRs and environmental documents
- ❑ Phase 1 of Dynamic Ridesharing Pilot and any follow up
- ❑ Project management for Countywide Bicycle Plan Update
- ❑ Development of Countywide Bicycle Signage Program
- ❑ Assist in preparation of the I-580 HOT Supplemental PSR
- ❑ Assist with update of travel demand model
- ❑ Project management for the design of the I-580 soundwall in Oakland
- ❑ Project management for the design of the I-580 soundwall in San Leandro
- ❑ Project management for the design and construction of the Ardenwood Park & Ride lot
- ❑ SMART Corridors management and information technology:
  - Network and software design
  - Systems operations and maintenance
- ❑ Contracts management and compliance
- ❑ CMA website management
- ❑ Administration of CMA soundwall selection policy
- ❑ Project management for the preparation of the I-680/I-880 cross connector PSR
- ❑ Oversight and supervision of I-580 corridor projects including:
  - Transportation management plan design and construction
  - Interim EB HOV Lane design and construction
  - Soundwall construction
  - Coordination with HOT development
  - I-580/I-680 Project Study Report
  - BART right of way environmental
  - Ultimate project environmental and project report
- ❑ Project management for Dumbarton Bridge HOV construction
- ❑ Regional Measure 2 administration (quarterly reports, allocation requests, etc.)
- ❑ Supervision of on-call construction management services for various projects
- ❑ Project monitoring reports for TFCA, federal, STIP and CMA TIP funding programs
- ❑ Funding program assistance to sponsors
- ❑ Assistance to sponsors relating to project delivery
- ❑ Transit Oriented Development (TOD) monitoring reports
- ❑ Various administrative functions now handled by contractors such as development of spreadsheets, charts, etc.

#### Cost-Benefit

Estimated current consultant cost for the above functions	\$1,600,000 annually
Estimated compensation for new staff positions (salary and benefits)	\$900,000 annually
Estimated cost to projects for new positions (salary, benefits, overhead)*	\$1,275,000 annually
Estimated net new contribution to agency overhead*	\$355,000 annually

Based on these estimates, project budgets will benefit from the conversion to staff and the agency will get a net new contribution to the agency overhead of approximately \$355,000 annually.

\* This estimate assumes that, for seven of the new positions, 80% will be billed to projects and 20% will be overhead. The administrative assistant for general office duties is assumed to be exclusively overhead. This figure nets out the lease revenue from existing consultants.



**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY**  
**FY 2005-2006 REVISED BUDGET**  
**TOTAL REVENUES & EXPENDITURES**

	FY 2005/2006 Approved Budget	FY 2005/2006 Proposed Budget
<b>REVENUES</b>		
<b>Grants: (see page 3 for detail)</b>		
MTC	\$ 690,000	\$ 731,300
MTC - RM2	14,628,000	6,981,860
ACTIA / ACTA	3,251,000	3,070,000
Caltrans	7,657,544	6,436,960
TFCA - Program Manager Fund	583,000	472,340
TFCA - Regional Fund	623,000	590,500
CMA Exchange Program	4,768,896	4,768,876
AC TRANSIT	9,530,000	9,301,000
OTHERS	77,000	77,000
<b>SUBTOTAL</b>	<b>\$ 41,808,440</b>	<b>\$ 32,429,836</b>
<b>General revenues:</b>		
Member Agencies Fees (see page 2 for detail)	736,216	736,216
Interest	20,000	20,000
Others	20,000	20,000
<b>TOTAL REVENUES</b>	<b>\$ 42,584,656</b>	<b>\$ 33,206,052</b>
<b>EXPENDITURES</b>		
Salaries	\$ 1,130,000	\$ 1,160,000
Employee Benefits (incl. approved time off)	508,500	518,500
Salary Related Expenses	65,000	65,000
Board Meeting per diem	40,000	40,000
Transportation/Travel-Special Events	65,000	65,000
Training	10,000	10,000
Office Space	290,000	290,000
Postage/Reproduction	25,000	25,000
Office Expenses / Equipment Leases	120,000	140,000
Computer Support	40,000	40,000
Website Service	15,000	15,000
Misc. Expenses	3,000	3,000
Office Furniture/Equipments	45,000	72,000
Building Improvements	-	156,000
Insurance	10,000	10,000
Legal Counsel	97,000	97,000
Accounting Software Annual Support	4,100	4,100
Temporary Employees	20,000	30,000
Annual Audit	40,000	40,000
Interest Expense	30,000	50,000
EDAB Membership	5,000	5,000
Consultants: For Projects (see page 3 for detail)	39,355,926	29,913,974
Consultants: On Call	30,000	30,000
Consultants: DBE/SBE/LBE	40,000	40,000
Consultants: Investment Advisor	20,000	20,000
Legislative Advocacy (Sacramento & Washington DC)	97,500	97,500
<b>TOTAL EXPENDITURES</b>	<b>\$ 42,106,026</b>	<b>\$ 32,937,074</b>
<b>Reserved Fund (Altamont Commuter Express)</b>	<b>\$ 243,704</b>	<b>\$ 243,704</b>
<b>Excess of revenues over (under) expenditures</b>	<b>\$ 234,926</b>	<b>\$ 25,274</b>

# ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

## FY 2005-2006 REVISED BUDGET

Total Fuel Tax Subventions*		Proposition 111 Subventions*		(S & H Code Section 2105)		
CITIES/COUNTY	2005/06	2005/06	Percent	FY 03/04 Fees	FY 04/05 Fees	FY 05/06 Fees
City of Alameda	\$ 1,385,506	\$ 466,679	3.13%	\$ 22,584	\$ 22,946	\$ 23,010
City of Albany	313,923	104,539	0.70%	5,079	5,140	5,154
City of Berkeley	1,932,819	651,401	4.36%	31,712	32,028	32,118
City of Dublin	711,598	238,695	1.60%	9,905	10,884	11,769
City of Emeryville	144,400	47,739	0.32%	2,218	2,308	2,354
City of Fremont	3,851,724	1,302,018	8.72%	63,006	63,993	64,197
City of Hayward	2,669,657	901,231	6.04%	43,806	44,312	44,436
City of Livermore	1,452,195	489,291	3.28%	22,877	23,897	24,125
City of Newark	814,966	273,743	1.83%	13,236	13,460	13,497
City of Oakland	7,581,721	2,566,697	17.19%	124,477	126,201	126,554
City of Piedmont	209,169	69,360	0.46%	3,369	3,410	3,420
City of Pleasanton	1,242,484	418,186	2.80%	19,914	20,517	20,619
City of San Leandro	1,505,790	507,462	3.40%	24,654	24,914	25,021
City of Union City	1,300,982	438,021	2.93%	20,889	21,537	21,597
Alameda County	20,490,630	6,456,483	43.24%	328,491	320,669	318,344
	\$ 45,607,562	\$ 14,931,545	100.00%	\$ 736,216	\$ 736,216	\$ 736,216
Percent of Prop 111 Funds				4.93%	4.93%	4.93%
Percent of Total Fuel Tax Subventions				1.61%	1.61%	1.61%

\* Estimate by State Department of Finance (DOF).

History of City/County Fees		
Fiscal Year	Fees	% Change
1991-92	\$ 1,132,953.00	N/A
1992-93	831,241.00	-26.63%
1993-94	639,084.00	-23.12%
1994-95	581,195.00	-9.06%
1995-96	581,327.00	0.02%
1996-97	599,880.00	3.19%
1997-98	631,858.00	5.33%
1998-99	656,438.00	3.89%
1999-00	704,417.00	7.31%
2000-01	711,320.00	0.98%
2001-02	736,216.00	3.50%
2002-03	736,216.00	0.00%
2003-04	736,216.00	0.00%
2004-05	736,216.00	0.00%
2005-06	736,216.00	0.00%

**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY**  
**FY 2005-2006 REVISED BUDGET**  
**REVENUES / EXPENDITURES BY PROJECTS**

	FY 2005/2006 Approved Budget		FY 2005/2006 Proposed Budget	
	REVENUE	EXPENSE	REVENUE	EXPENSE
<b><u>MTC</u></b>				
TEA 21 Planning Support:	\$ 460,000		\$ 460,000	
- LOS Monitoring		65,000		52,000
- CMP		25,000		25,000
- Countywide Transportation Plan		25,000		25,000
- CMA Travel Model Support		15,000		15,000
Transportation Land Use Work Program	150,000	25,000	151,300	26,300
Countywide Bicycle Plan (TDA Article 3)	20,000	20,000	20,000	16,000
Community Based Transportation	60,000	60,000	100,000	100,000
<b>Subtotal</b>	<b>\$690,000</b>	<b>\$235,000</b>	<b>\$ 731,300</b>	<b>\$ 259,300</b>
<b><u>MTC - RM2</u></b>				
Rt. 84 Dumbarton HOV On-Ramp	\$ 459,000	\$ 446,000	\$ 4,500	\$ 3,000
Rt. 84 Dumbarton HOV Extension	4,283,000	4,270,000	20,000	5,000
Grand Ave. Signal Modification	1,750,000	1,750,000	1,024,600	990,420
Rt. 84/Ardenwood Park & Ride	1,590,000	1,449,000	1,601,840	1,579,000
I-880 North Safety Improvements	746,000	746,000	485,000	435,000
I-580 EB HOV Design	4,500,000	4,200,000	3,216,400	3,000,000
I-580 WB HOV & I-680 Connector	1,300,000	1,220,000	629,520	500,000
<b>Subtotal</b>	<b>\$ 14,628,000</b>	<b>\$ 14,081,000</b>	<b>\$ 6,981,860</b>	<b>\$ 6,512,420</b>
<b><u>ACTIA / ACTA</u></b>				
Altamont Commuter Express Operating Cost	\$ 2,000,000	\$ 1,756,296	\$ 2,000,000	\$ 1,756,296
Capital Improvement on ACE	500,000	500,000	35,000	35,000
I-680 Smart PE/ENV (Phase 2)	475,000	460,000	390,000	390,000
I-680 Smart PS&E (Phase 3)	246,000	180,000	515,000	515,000
Countywide Bicycle Plan	30,000	30,000	30,000	25,000
Central Freeway	-	-	100,000	26,000
<b>Subtotal</b>	<b>\$ 3,251,000</b>	<b>\$ 2,926,296</b>	<b>\$ 3,070,000</b>	<b>\$ 2,747,296</b>
<b><u>Caltrans</u></b>				
CMAQ: SMART Corridor Operations & Management (Contra Co:	\$ 300,000	\$ 300,000	\$ 220,000	\$ 200,000
CMAQ: SMART Corridor Operations & Management (Alameda)	300,000	300,000	330,000	300,000
East Bay SMART Corridors Incident Management	116,410	112,000	128,900	128,900
I-680 Soundwall Construction	2,950,000	2,950,000	2,950,000	2,950,000
I-680 North and Southbound Design	880,000	810,000	894,160	810,000
I-580 HOV EIR & Project Report	1,295,634	1,195,634	855,400	720,000
I-580/Tri-Valley Triangle Analysis	137,500	137,500	137,500	137,500
I-680 Smart PSR (phase 2)	762,000	690,000	573,000	401,000
I-680 Smart PS&E (phase 3)	658,000	570,000	90,000	90,000
STIP Project Monitoring	110,000	50,000	110,000	50,000
Dynamic Ridesharing	148,000	148,000	148,000	144,500
<b>Subtotal</b>	<b>\$ 7,657,544</b>	<b>\$ 7,263,134</b>	<b>\$ 6,436,960</b>	<b>\$ 5,931,900</b>
<b><u>TFCA - Program Manager Fund</u></b>				
Administration Revenue	\$ 96,000	\$ 50,000	\$ 33,840	\$ 50,000
East 14th / Int'l Blvd. - Transit Signal Priority (phase 2&4)	350,000	334,000	301,500	291,516
Guaranteed Ride Home Program	137,000	125,000	137,000	125,000
<b>Subtotal</b>	<b>\$ 583,000</b>	<b>\$ 509,000</b>	<b>\$ 472,340</b>	<b>\$ 466,516</b>
<b><u>TFCA - Regional Fund</u></b>				
East 14th / Int'l Blvd -Transit Signal Priority ( Phase 3)	\$ 350,000	\$ 334,000	\$ 301,500	\$ 291,516
Travel Choice	-	-	45,000	45,000
Telegraph Transit Signal Priority	273,000	265,000	244,000	235,936
<b>Subtotal</b>	<b>\$ 623,000</b>	<b>\$ 599,000</b>	<b>\$ 590,500</b>	<b>\$ 572,452</b>

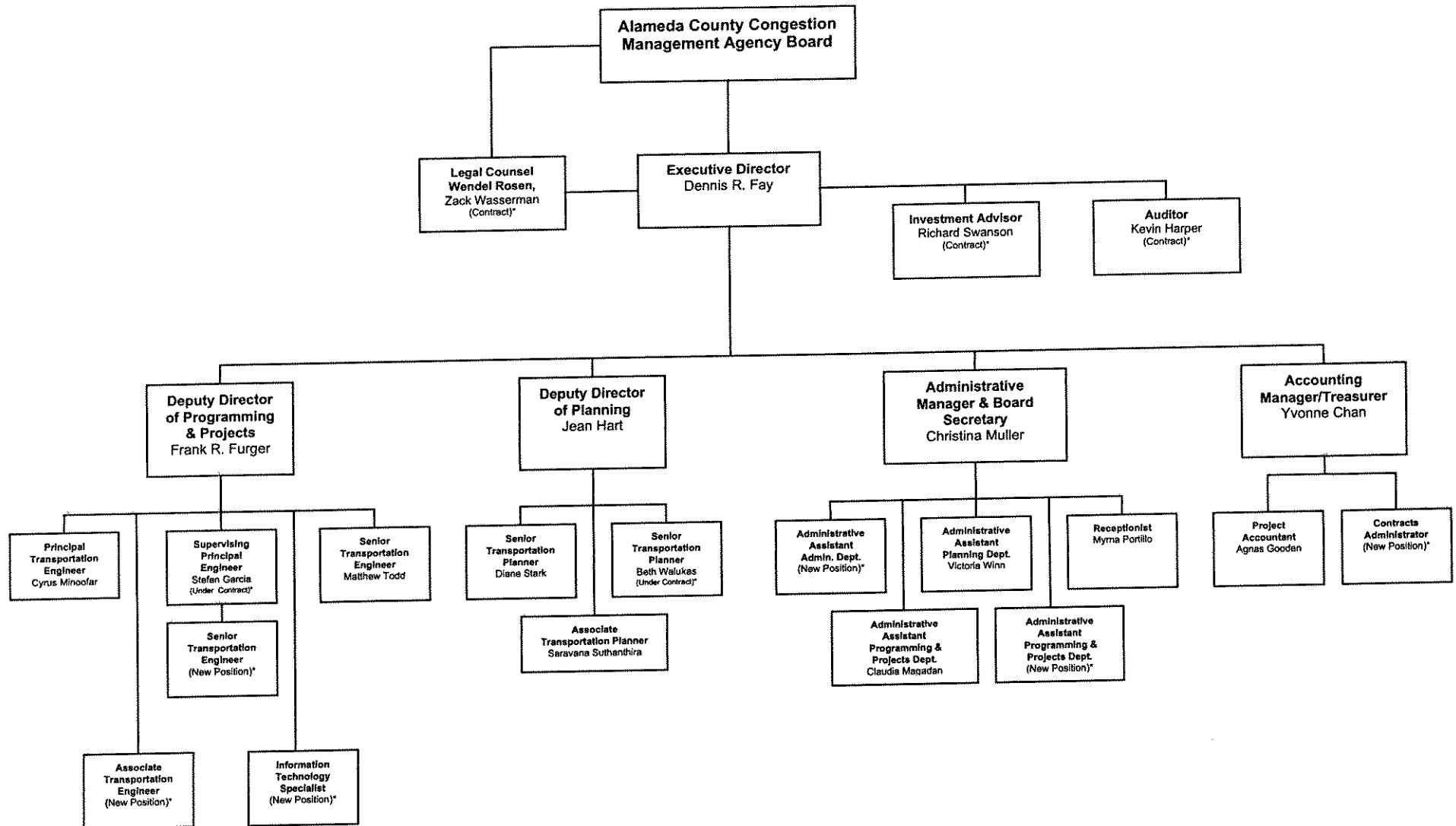


**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY**  
**FY 2005-2006 REVISED BUDGET**  
**REVENUES / EXPENDITURES BY PROJECTS**

	FY 2005/2006 Approved Budget		FY 2005/2006 Proposed Budget	
	REVENUE	EXPENSE	REVENUE	EXPENSE
<b><u>CMA Exchange Program</u></b>				
Project Monitoring & Oversight	\$ 300,000	\$ 237,600	\$ 347,200	\$ 237,600
I-680 North & Southbound Design	218,000	200,000	218,000	200,000
I-680 Soundwall	540,000	540,000	565,960	540,000
I-680 Soundwall Design	-	-	25,960	-
ACCMA 2004 Countywide Model Update	200,000	200,000	291,000	286,000
Tri-Valley Triangle Analysis	137,500	137,500	137,500	137,500
Dynamic Ridesharing	25,700	25,700	25,700	25,700
I-880 North Safety Improvements	-	-	42,480	-
East Bay SMART Corridors Incident Management	10,000	10,000	132,900	132,900
SMART Corridors - Intel Project	3,218,000	3,118,000	2,760,000	2,668,608
Travel Choice	-	-	60,000	56,500
CMA TIP Administration	119,696	54,696	162,176	54,696
<b>Subtotal</b>	<b>\$ 4,768,896</b>	<b>\$ 4,523,496</b>	<b>\$ 4,768,876</b>	<b>\$ 4,339,504</b>
<b><u>AC TRANSIT</u></b>				
Traffic Signal Upgrades (Broadway)	\$ 455,000	\$ 442,000	\$ 429,000	\$ 414,792
INTEL Project (AC Transit: Measure B + RM2)	8,870,000	8,495,000	8,287,000	8,036,632
Net Bus	-	-	-	-
San Pablo	-	-	480,000	452,262
Grand Ave (TFCA)	205,000	205,000	105,000	103,900
<b>Subtotal</b>	<b>\$ 9,530,000</b>	<b>\$ 9,142,000</b>	<b>\$ 9,301,000</b>	<b>\$ 9,007,586</b>
<b><u>OTHERS</u></b>				
Tri-Valley Triangle Analysis (Local)	\$ 71,000	\$ 71,000	\$ 71,000	\$ 71,000
West CAT AVL (WCCTAC)	6,000	6,000	6,000	6,000
<b>Subtotal</b>	<b>\$ 77,000</b>	<b>\$ 77,000</b>	<b>\$ 77,000</b>	<b>\$ 77,000</b>
<b>TOTAL</b>	<b>\$ 41,808,440</b>	<b>\$ 39,355,926</b>	<b>\$ 32,429,836</b>	<b>\$ 29,913,974</b>

# Alameda County Congestion Management Agency

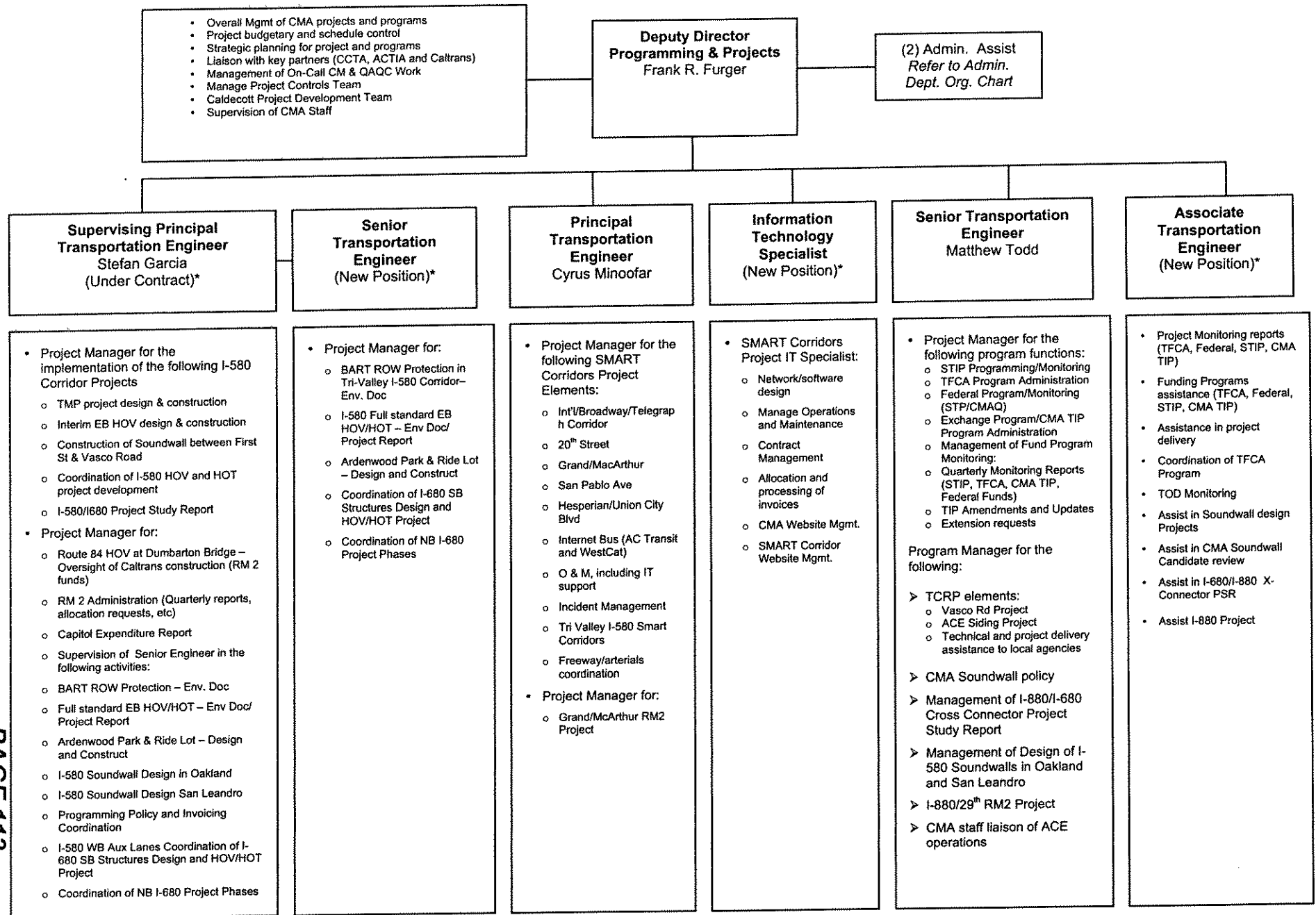
Chair: Larry Reid, City of Oakland  
Vice Chair: Supervisor Scott Haggerty



\* Functions currently performed fully or partially by consultants.

# ORGANIZATION CHART

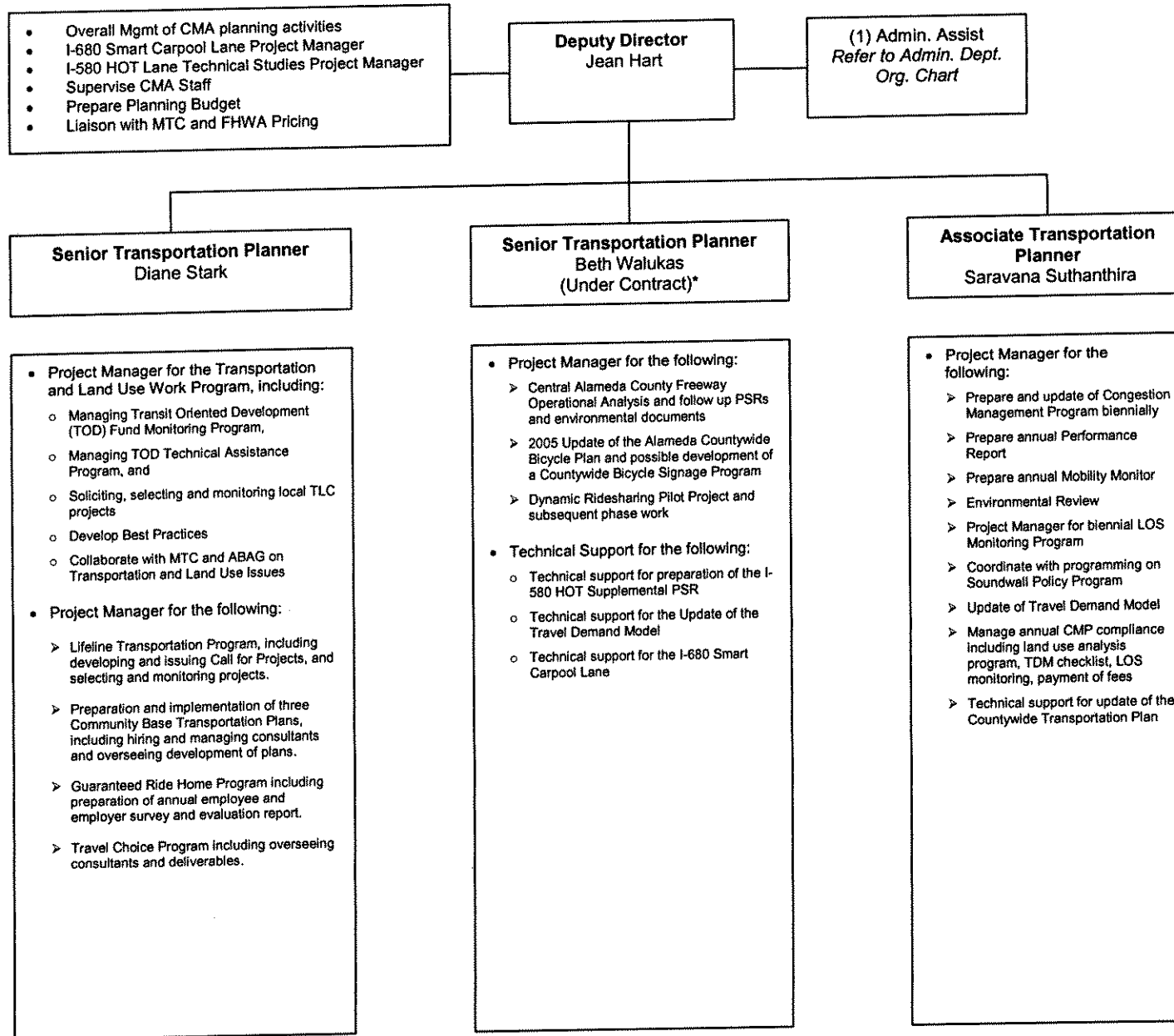
## PROGRAMMING and PROJECTS DEPARTMENT



\*Functions currently performed fully or partially by consultants.



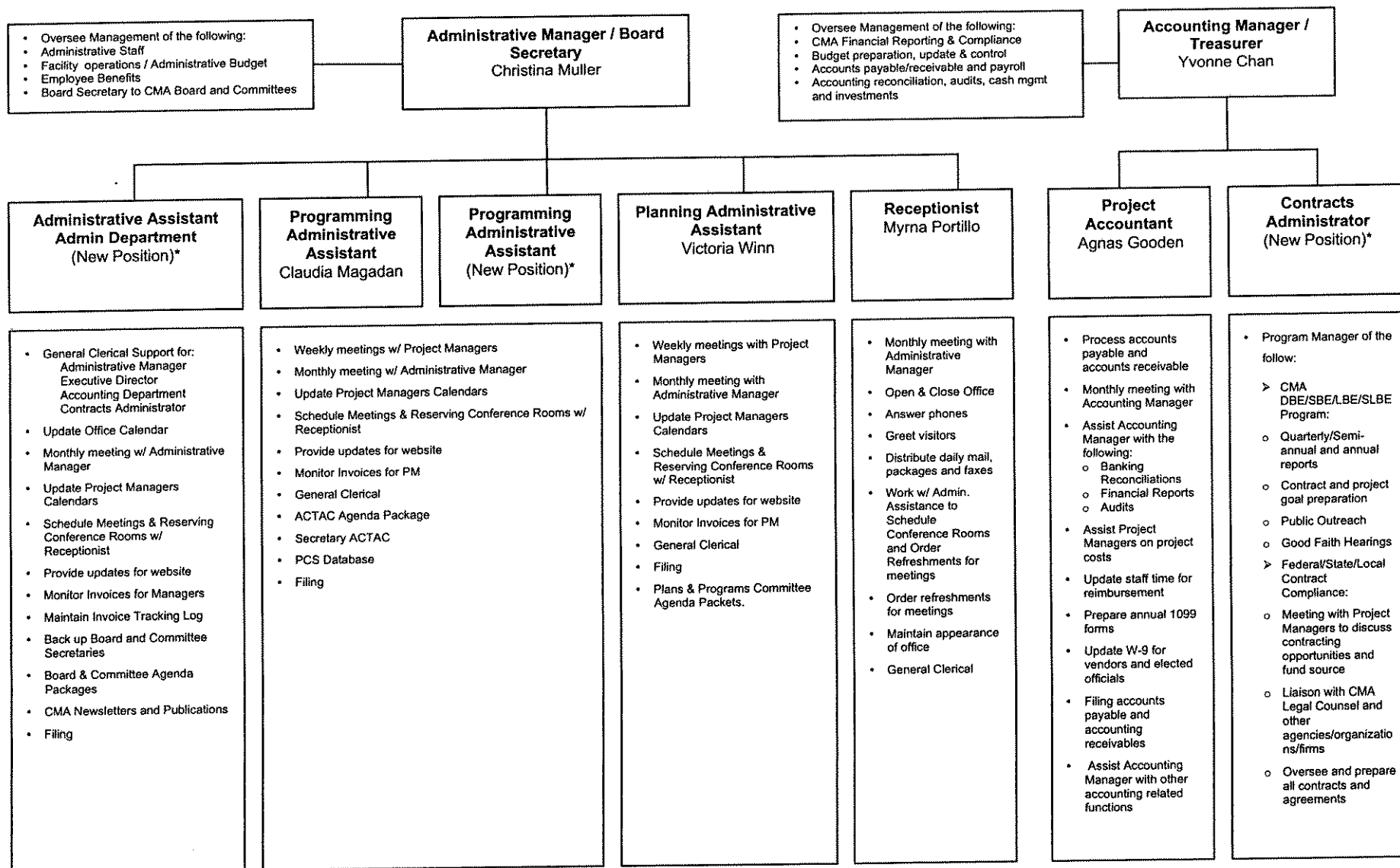
# ORGANIZATION CHART PLANNING DEPARTMENT



\* Functions currently performed fully or partially by consultants.

# ORGANIZATION CHART

## ADMINISTRATIVE DEPARTMENT and ACCOUNTING DEPARTMENT



*\*Functions currently performed fully or partially by consultants.*

***ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY***

**RESOLUTION 05-19 (Revised)  
SALARIES AND BENEFITS FOR STAFF MEMBERS  
CALENDAR YEAR 2006**

WHEREAS, the Alameda County Congestion Management Agency, hereinafter referred to as CMA, was created pursuant to a joint powers agreement entered into among the cities, County and transit operators of Alameda County; and

WHEREAS, the CMA is empowered by the joint powers agreement to carry out transportation planning and programming activities, including the development of a congestion management program pursuant to Section 65088 et seq. of the Government Code and a countywide transportation plan pursuant to Section 66531 of the Government Code, and to accomplish other transportation planning and programming functions and responsibilities; and

WHEREAS, the CMA is authorized under Section 11 and 13 of the Joint Powers Agreement to appoint and retain staff as necessary to fulfill its powers, duties and responsibilities;

NOW, THEREFORE, IT IS RESOLVED AND ORDERED that the rate of compensation and other employment benefits for members of the Alameda County Congestion Management Agency's independent staff for the Calendar Year 2006 are hereby adopted, and are herein set forth.

1.1. Deputy Director, Planning, whose duties and responsibilities are described by an approved CMA job specification, shall be compensated at a rate to fall between \$112,800 to \$146,500 per annum, to be paid twice monthly.

1.2. Deputy Director, Programming and Projects, whose duties and responsibilities are described by an approved CMA job specification, shall be compensated at a rate to fall between \$119,500 to \$155,400 per annum, to be paid twice monthly.

1.3. Supervising Principal Transportation Engineer, whose duties and responsibilities are described by an approved CMA job specification, shall be compensated at a rate to fall between \$106,300 to \$138,200 per annum, to be paid twice monthly.

1.4. Principal Transportation Engineer/Planner, whose duties and responsibilities are described by an approved CMA job specification, shall be compensated at a rate to fall between \$100,200 to \$130,300 per annum, to be paid twice monthly.



1.5. Senior Transportation Planner, whose duties and responsibilities are described by an approved CMA job specification, shall be compensated at a rate to fall between \$89,100 to \$115,900 per annum, to be paid twice monthly.

1.6. Senior Transportation Engineer, whose duties and responsibilities are described by an approved CMA job specification, shall be compensated at a rate to fall between \$89,100 to \$115,900 per annum, to be paid twice monthly.

1.7. Information Technology Specialist, whose duties and responsibilities are described by an approved CMA job specification, shall be compensated at a rate to fall between \$84,100 to \$109,400 per annum, to be paid twice monthly.

1.8. Associate Transportation Engineer/Planner, whose duties and responsibilities are described by an approved CMA job specification, shall be compensated at a rate to fall between \$74,800 to \$97,300 per annum, to be paid twice monthly.

1.9. Accounting Manager, whose duties and responsibilities are described by an approved CMA job specification, shall be compensated at a rate to fall between \$74,800 to \$97,300 per annum, to be paid twice monthly.

1.10. Contracts Administrator, whose duties and responsibilities are described by an approved CMA job specification, shall be compensated at a rate to fall between \$66,600 to \$86,600 per annum, to be paid twice monthly.

1.11. Project Accountant, whose duties and responsibilities are described by an approved CMA job specification, shall be compensated at a rate to fall between \$52,600 to \$68,400 per annum, to be paid twice monthly.

1.12. Administrative Manager, whose duties and responsibilities are described by an approved CMA job specification, shall be compensated at a rate to fall between \$62,900 to \$81,500 per annum, to be paid twice monthly.

1.13. Administrative Assistant, whose duties and responsibilities are described by an approved CMA job specification, shall be compensated at a rate to fall between \$41,600 to \$54,100 per annum, to be paid twice monthly.

1.14. Receptionist, whose duties and responsibilities are described by an approved CMA job specification, shall be compensated at a rate to fall between \$29,300 to \$38,100 per annum, to be paid twice monthly.

1.15. The salary ranges for the employees described in Paragraphs 1.1 through 1.14 above shall not include steps and/or provision for any automatic or tenure based increases.

1.16. The starting salaries, following adoption of this Resolution, for the employees described in Paragraphs 1.1 through 1.14 above, shall be set within the prescribed ranges by the Executive Director.

2.1. Original appointments shall be tentative and subject to a probationary period of one (1) year actual service.

2.1.1. Every three (3) months during the probationary period new employees will meet with their supervisor to discuss the employee's performance to date. At the time of the discussion the supervisor will complete an evaluation for the employee's personnel records.

2.1.2. Upon completion of the probationary period, the employee shall be given a written evaluation. If this evaluation shows that the employee has satisfactorily demonstrated the qualifications for the position, the employee shall gain regular status, and shall be so informed in writing.

2.1.3. At any time during the probationary period, a probationary employee may be terminated without cause. Employee shall be notified in writing by the Executive Director of such termination.

2.1.4. The probationary period may be extended once by the Executive Director for a period not to exceed ninety days in order to further evaluate the performance of the probationary employee.

2.1.5. The probationary period is automatically extended by a period of time equal to the time the employee is absent due to any type of leave, including time absent while receiving workers compensation.

2.2. Following successful completion of the probationary period, performance reviews for employees described in Paragraphs 1.1 through 1.14 above shall be conducted at least once a year by the Executive Director or his/her designee.

2.3. On the basis of the performance reviews, increases or decreases in compensation will be granted at that time by the Executive Director based on a combination of the employee's performance rating and the existing position of his/her salary in the salary range for his/her position, consistent with the merit salary pool approved by the Board as a part of the annual budget. Below are the merit increase guidelines:

<b><u>Performance Level</u></b>	<b><u>Merit Increase Guideline</u></b> <i>(according to employee's current salary by position in range)</i>			<b><u>Contingent Guideline</u></b>
	<b>Lower Third</b>	<b>Middle Third</b>	<b>Upper Third</b>	<b>Minimum Base Salary</b>
Outstanding	6-7%	5-6%	4-5%	110% of Midpoint
Commendable	5-6%	4-5%	3-4%	105% of Midpoint
Satisfactory	4-5%	3-4%	0	100% of Midpoint
Below Standard	0	0	0	NA
Unsatisfactory	0	0	0	NA

The contingent salary guideline can only be used in the following instances:

- To maintain high performer salaries above the midpoint
- When retention issues arise
- To "promote-in-place" those employees whose job duties have changed since the last classification

The contingent salary guideline does not apply to employees during the probationary period.

3.1. The payment of overtime compensation shall be in accordance with State and Federal laws. The Executive Director shall conduct a review of the responsibilities of each position and designate whether the position is exempt from overtime compensation provisions pursuant to the Code of Federal Regulations: Title 29, Part 541. Nonexempt employees who are required to work more than forty hours in one week or on official CMA holidays as per paragraph 4.1.6, except as stated in paragraph 7.1, shall be entitled to overtime compensation for all hours so worked, paid not later than the next payroll following the pay period in which the overtime was worked. The overtime rate shall be computed at one and one-half times the employee's regular rate of pay as calculated to the nearest one-tenth (1/10) of an hour for overtime except holidays. The overtime compensation for CMA holidays shall be two times the employee's regular rate of pay as calculated to the nearest one-tenth (1/10) of an hour. All overtime shall be approved in advance by the Executive Director or his/her designee.

3.2. An employee whose position is designated as exempt under section 3.1 above, may be granted compensatory time off with prior approval of Executive Director. The employee, with the approval of the Executive Director or his/her designee, shall have consistently worked in excess of normal working hours, excluding incidental overtime, which is described as one (1) hour or less. Compensatory time off shall be computed in accordance with federal and state regulations. Use of compensatory time off shall be by mutual agreement between the Executive Director or his/her designee and the employee.



At no time shall an employee's compensatory time accrual exceed eighty (80) hours.

4.1. All full time employees shall be entitled to the following benefits:

4.1.1. **Retirement Benefits:** All CMA employees shall be entitled to membership with the Public Employees' Retirement System (PERS) according to the guidelines established in the PERS Retirement Benefits Policy and the CMA's contract with PERS. Pursuant to Government Code section 20022(b)(6), CMA shall contribute to PERS each pay period the employee contribution on behalf of all employees. Such contribution shall be reported to PERS as "employee contribution being made by the contracting agency" and shall not be deemed to be "compensation" reportable to PERS. The PERS Retirement formula for the CMA is 2 % at age 55.

4.1.2. **Health, Dental and Other Benefits:** All CMA employees shall be entitled to enrollment in health, dental and other benefits as follows:

- a health plan through PERS
- a dental program
- vision care
- group life insurance
- disability insurance
- a transit subsidy program, with a maximum according to the federally authorized amount
- reimbursement for non-reimbursed medical and dental expenses up to a maximum of \$875 annually.

For health plan coverage, the CMA will pay up to the cost of the Kaiser health plan for self plus 2 dependents.

The CMA will pay 1/2 of the Kaiser health plan premium (self plus 2 dependents) in additional salary, if that employee elects to not use the CMA's health program.

4.1.3. **Vacation Leave:** Vacation shall accrue at the rate of one day per month for the first year and one extra day per year for each year of service thereafter, to a maximum of five weeks per year. Each employee shall be required to take at least one week of accrued vacation each year consistent with the employee's accrued vacation balance. Vacation leave accrual shall not exceed ten (10) weeks at any time. Once an employee reaches the maximum accrual, accrual of additional vacation leave shall cease until the maximum accrual has been reduced to less than eight weeks. Exceptions may be approved by the Executive Director. An employee may cash out a portion of their accrued vacation leave at the employee's full rate of compensation. The maximum amount of vacation leave which can be cashed out by an employee during any given year of service shall not exceed one-half (1/2) of the annual vacation leave the employee is then eligible to receive based on the employee's years of service. For employees continuing with the CMA who were previously serving the CMA under contract, service

credit will be given from the time of hire or the effective date of the joint powers agreement, May 28, 1991, whichever is later.

**4.1.4. Sick Leave:** Sick leave shall accumulate at the rate of one day per month. Sick leave may be accrued up to one hundred twenty (120) working days. Sick leave may not be used for illness or injury otherwise covered under workers compensation. A total accumulation of 120 days of unused sick leave may be used towards service credit for PERS retirement benefits.

**4.1.5. Bereavement Leave:** Employees shall receive three (3) days for bereavement leave in the case of death within the immediate family. For purposes of this section, "immediate family" means parent, step parent, foster parent, spouse, child, stepchild, foster child, sibling or any other person sharing the relationship of in loco parentis, and when living in the household of either parent law, grandparents, grandchildren or a domestic partner.

Employees shall receive one (1) day to attend a funeral for a friend or relative outside their immediate family.

**4.1.6. Holidays:** There shall be eleven paid holidays (New Year's Day, Martin Luther King, Jr., Presidents Day, Memorial Day, Independence Day, Labor Day, Veteran's Day, Thanksgiving Day and the day after, and Christmas Day and the day after or before) plus 2 floating holidays.

**4.1.7. Tuition Assistance Policy:** Employees are eligible for reimbursement for job-related courses, subject to their supervisor's approval if the employee has completed their probationary period. Employees seeking reimbursement for a job-related course must first complete the Tuition Assistance Request form, and receive approval from their supervisor. The CMA will reimburse employees for 50% of tuition fees up to \$500, at accredited institutions as long as the course is taken for credit and the employee receives a grade of C or above. Proof of completion and grade must be submitted to the Executive Director or his/her designee to receive reimbursement. The CMA will reimburse 50% of tuition only, not for books, transportation, etc.

**4.1.8. Other:** Two other benefits will be offered at no cost to the CMA: (1) a program that permits an employee to deduct a fixed amount from his/her salary before income taxes for purposes of child care and non-reimbursed medical expenses; and (2) an optional deferred compensation program.

**5.1.** All employees shall be provided with Unemployment Insurance through the Employment Development Department of the State of California, workers compensation insurance and participation in the Medicare insurance program, as long as such participation is legally required of the CMA.

5.2. All employees shall be reimbursed for travel and other expenses incurred in performance of their job. Mileage shall be reimbursed at the current Internal Revenue Service (IRS) rate. At the option of the Executive Director, an employee may be offered a fixed monthly allowance for such expenses in lieu of monthly reports of actual expenses. Such allowance shall be based on the employee's historical average of such expenses and/or miles driven, and may be adjusted annually by the Executive Director.

6.1. The Executive Director or his/her designee may grant an employee a leave of absence without pay.

6.1.1. Such leave of absence shall not exceed three (3) months, except as set forth in paragraph 6.1.4.

6.1.2. No such leave shall be granted except in written form and upon written request of the employee setting forth the reason therefore. Upon expiration of a regularly approved leave, the employee shall be reinstated in the position held at the time leave was granted. Failure on the part of an employee on leave to report promptly at its expiration or within a reasonable time after notice to return to duty shall be cause for termination.

6.1.3. Where leave is granted, that does not exceed two (2) weeks, vacation and sick leave shall accrue.

6.1.4. The Executive Director may grant an employee with service of less than twelve (12) months a leave of absence without pay for a maximum of two (2) weeks.

6.2. Leave of absence with pay shall be granted to an employee who is called or required to serve as a juror.

6.2.1. The employee must return to work on any day that they are excused from service.

6.2.2. The employee shall be paid the difference between his/her full salary and any payment received for such duty, except travel pay.

7.1. Full time employees may work a flexible schedule pursuant to a policy adopted by the Executive Director, except weeks containing CMA holidays as defined in Paragraph 4.1.6.

7.2. The offices of the CMA shall be open for the public between 8:30 a.m. and 5:00 p.m. each weekday, except on CMA holidays as defined in Paragraph 4.1.6.

8.1. All provisions of this Resolution shall be effective and pertain to all employees as of the date of hire of the employee, or January 1, 2005, whichever is later in time, unless otherwise provided.



8.2. The Executive Director is authorized to execute the necessary contracts for the benefits and insurance coverage described herein.

ADOPTED by the Alameda County Congestion Management Agency at a regular meeting held on Thursday, February 23, 2006 in Oakland, California, by the following vote:

AYES:

NOES:

ABSTAINED:

ABSENT:

**SIGNED:**

**ATTEST:**

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Larry Reid, Chairperson

---

Christina Muller, Board Secretary



February 2, 2006

Mr. Dennis Fay  
Executive Director  
Alameda County Congestion Management Agency  
1333 Broadway  
Oakland CA 94612

**Re: Job Classification Recommendations - Supervising Principal Transportation Engineer, Information Technology Specialist, and Contracts Administrator**

Dear Dennis,

It has been our pleasure to work with the Alameda County Congestion Management Agency to develop job classification recommendations for the new positions of Supervising Principal Transportation Engineer, Information Technology Specialist, and Contracts Administrator. We have prepared the following summary of our methodology, findings, and recommendations.

CompAnalysis took the following steps to classify the three new positions:

**Job Descriptions**

We worked with you to develop job descriptions applicable to the new jobs as well as revisions to job descriptions affected by new reporting relationships. These appear as attachments to this report.

**Job Evaluation & Classification Methodology**

Job classification is dependent on two key indicators: (1) relative internal job value and (2) labor market data.

*Internal Job Comparisons:*

To gain insight into the relationships between the three new positions and the existing positions in the organization, all jobs were compared to each other through our usual process. The internal job comparison process was conducted with you on January 13, 2006. During the process, you compared the jobs based on five factors:

- Knowledge, skills and abilities required,
- Supervision and leadership of other employees,
- Contacts and working relationships,
- Independent action, and
- Overall potential impact on the organization's success.

The positions were then sorted into distinct levels based on the above factors. The results of the internal comparison process are presented on the attached spreadsheet entitled, "Internal Job Comparison Results."

*External Labor Market Analysis:*

As requested, we conducted labor market analyses for the Information Technology Specialist and Contracts Administrator positions.

To assure competitiveness, we compiled and analyzed data on comparable positions for these jobs, as reported by other public and private organizations. The market data were aged at a 4% labor market inflation rate to February 1<sup>st</sup>, 2006.

The results of the labor market analysis are presented on the attached spreadsheet entitled "Labor Market Analysis – IT Specialist & Contracts Administrator."

Please note that we did not conduct labor market research on the new Supervising Principal Transportation Engineer position because we felt it unnecessary. The job clearly fits into salary grade 27 based on both the internal comparison and the reporting relationship.

**Job Classification Recommendations**

Based on a combination of the external labor market information and the relative internal value of each position, we recommend that the three new positions be classified into Alameda County CMA's existing salary structure as follows:

Job Title	Incumbent Name	Recommended Grade	Minimum	Midpoint	Maximum
Supervising Principal Transportation Engineer	Stefan Garcia	27	106,300	121,200	138,200
Information Technology Specialist	Open	23	84,100	95,900	109,400
Contracts Administrator	Open	19	66,600	75,900	86,600



The updated salary structure with the recommended grade levels for the three new positions is presented on the attached spreadsheet entitled "Recommended Salary Structure and Job Classification Matrix." The new classification recommendations are presented on the attached spreadsheet entitled, "Job Classification Recommendations Worksheet."

\* \* \*

Thank you for asking CompAnalysis to assist you with this update. It has been a pleasure providing you with this information. Should you have any questions or concern, please feel free to call me at 510-763-3774 x102.

Sincerely,



Shari Dunn  
Managing Principal

Attachments

## **Alameda County Congestion Management Agency Job Description**

**Job Title:** Supervising Principal Transportation Engineer  
**Reports To:** Deputy Director, Programming & Projects  
**FLSA Status:** Exempt  
**Date Approved:** February 23, 2006

### **SUMMARY**

Under the general supervision of the Deputy Director of Programming & Projects, the Supervising Principal Transportation Engineer acts as the lead professional staff person responsible for a wide range of assigned projects to plan, engineer and analyze transportation related initiatives. The Supervising Principal Transportation Engineer is distinguished from the Principal Engineer position by responsibility for supervising both consultant and CMA staff as well as having multi-program responsibilities. In the absence of the Deputy Director of Programming and Projects, the Supervising Principal Transportation Engineer acts as the Agency Engineer with the authority to sign all engineering related documents.

### **ESSENTIAL DUTIES AND RESPONSIBILITIES**

- Assist the Deputy Director, Programming and Projects, in defining work goals and objectives
- Provide direction in evaluating and implementing the transportation engineering function
- Lead major work programs or projects, such as the implementation of major State and federal funding programs
- Coordinate the delivery of multiple projects managed by the CMA, including the oversight of CMA staff and consultants assisting in projects delivery.
- Monitor project progress and budgets as well as staff and consultant utilization
- Assist local agencies in the delivery of State and federally funded projects
- Act as a liaison between local agencies and Caltrans, the M.T.C. and the C.T.C. on funding and project delivery issues
- Coordinate with Caltrans the development of project study reports and delivery of projects on the State highway system
- Conduct transportation engineering research and analysis and write comprehensive technical and professional reports, including findings and recommendations
- Develop data, information, explanations, and other expert advice as needed by agency management, the Board, and its advisory groups
- Represent the A.C.C.M.A. before other agencies at meetings and presentations
- Supervise and monitor CMA employees as well as consultants. Develop work assignments and evaluate performance of staff.

### **SUPERVISORY RESPONSIBILITIES**

See above

### **QUALIFICATIONS**

To perform this job successfully, an individual must be able to perform each essential duty satisfactorily. The requirements listed below are representative of the knowledge, skill, and/or ability required. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential functions.

- Extensive knowledge of the principles and legal environment of transportation engineering or planning
- Knowledge and understanding of the government-funding environment and processes
- Ability to effectively prepare and monitor budgets on a project-by-project basis
- Knowledge and understanding of statistical and computer modeling techniques
- Knowledge and understanding of financial and budgetary analysis
- Legislative developments affecting transportation programs and funding
- Knowledge and understanding of local transportation needs and problems
- Analysis and problem solving skills
- Decision making skills
- Leadership skills
- Supervisory skills
- Excellent written and verbal communication skills
- Flexibility

#### **EDUCATION and/or EXPERIENCE**

Minimum of a Bachelor of Science degree in Civil Engineering

Minimum of ten years full time experience in transportation engineering or related field (possession of a Master's degree in an appropriate discipline may substitute for one year of the required experience)

#### **CERTIFICATES, LICENSES, REGISTRATIONS**

Professional Civil Engineer's license issued by the California State Board of Registration for Professional Engineers



## **Alameda County Congestion Management Agency Job Description**

**Job Title:** Information Technology Specialist  
**Reports To:** Deputy Director, Programming and Projects  
**FLSA Status:** Exempt  
**Date Approved:** February 23, 2006

### **SUMMARY**

Under the general supervision of the Deputy Director of Programming and Projects, the Information Technology Specialist acts as the lead professional staff person responsible for the oversight of on-site and project specific information technology, including equipment, hardware, software and other related services specific to the organization and project needs.

### **ESSENTIAL DUTIES AND RESPONSIBILITIES**

- Assist the Deputy Directors and Administrative Manager in network technology, operations and maintenance.
- Manage operations & maintenance of computers and network equipment
- Provide support for SMART Corridors network
- Manage network design for the CMA and specialized projects
- Manage software design for the CMA and specialized projects
- Financial, budget and contract management
- Project development and processes
- Maintain the CMA network and website
- Assess and troubleshoot problems that arise, including follow up and communicating with consultants/vendors related to computers, network and web system management services
- Monitor project progress and budgets as well as staff and consultant utilization
- Develop data, information, explanations, and other expert advice as needed by agency management, the Board, and its advisory groups
- Represent the A.C.C.M.A. before other agencies at meetings and presentations
- On a project-by-project basis, supervise temporary and provisional employees as well as consultants

### **SUPERVISORY RESPONSIBILITIES**

None

### **QUALIFICATIONS**

To perform this job successfully, an individual must be able to perform each essential duty satisfactorily. The requirements listed below are representative of the knowledge, skill, and/or ability required. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential functions.

- Extensive knowledge of information technology, LAN/WAN integrator, network planning web system management
- Knowledge and understanding of the government-funding environment and processes
- Ability to effectively prepare and monitor budgets on a project-by-project basis
- Knowledge and understanding of financial and budgetary analysis
- Knowledge and understanding of local transportation needs and problems

- Analysis and problem solving skills
- Decision making skills
- Leadership skills
- Supervisory skills
- Excellent written and verbal communication skills
- Flexibility

**EDUCATION and/or EXPERIENCE**

Minimum of a Bachelor of Science degree in Business, Engineering, Computer Science or related field.

Minimum of 6 years full time experience in information technology, network planning and web system management or related field.

**Alameda County Congestion Management Agency  
Job Description**

**Job Title:** Contracts Administrator  
**Reports To:** Accounting Manager  
**FLSA Status:** Exempt  
**Date Approved:** February 23, 2006

**SUMMARY**

Under general direction, the Contracts Administrator performs public contract administration activities including coordinating the solicitation of independent contractor services; ensuring clear and concise contract language; participates, if required, in the evaluation of proposals; assists in negotiating contract terms and conditions; oversees and manages invoices; coordinates payment to contractors; and monitors contract compliance through completion. Responsible for compliance with Disadvantaged Business Enterprise, Small Business Enterprise and Local Business Enterprise programs.

**ESSENTIAL DUTIES AND RESPONSIBILITIES**

***Contract Administration and Management***

- Prepares Requests for Proposal (RFP) and Requests for Qualification (RFQ), as required
- Schedules advertising and announcement of RFP's
- Assists in conducting pre-proposal conferences and selecting review board members
- Analyzes proposals and conducts cost and price analyses, as required
- Evaluates proposals and assists in determining responsiveness and responsibility of offers
- Responsible for the negotiation and preparation of contracts, any amendments and task orders, and change orders, as needed
- Prepare drafts and amendments for contract agreements, agency resolutions and policy memoranda
- Coordinates with CMA legal counsel on contract wording and other pertinent legal issues
- Maintains a log of all contracts and agreements in process
- Informs new contractors and vendors with process requirements
- Processes claims and stop notices, and works with Project Managers to resolve problems
- Reviews and recommends approval of invoices; coordinates payment to contractors; verifies the accuracy of all invoices and payments and their compliance with contracts
- Works to expedite invoices to granting agencies to secure reimbursement of CMA incurred costs
- Monitors, revises, and enforces ACCMA procurement policies and procedures
- Works with project Managers to resolve budget problems or issues and allocation of funds in the CMA's accounting structure
- Maintains contract files and ensures documents and pertinent materials are current; conducts close out activities upon contract completion, such as arranging for the final audit and payment(s)

***Contract Compliance***

- Monitors contract compliance, ensures conformance to applicable local, state, and federal laws, rules and regulations as well as ACCMA procedures
- Ensures that the ACCMA complies with the requirements of funding agencies for usage of grant funds, particularly those dealing with allowable costs and direct and indirect cost rates
- Ensures contractor/consultant compliance with contract terms, and agency policies such as, but not limited to, invoicing requirements and Disadvantaged Business Enterprise (DBE), Small Business Enterprise (SBE) and Local Business Enterprise (LBE) Program compliance
- Serves as the DBE Liaison Officer
- Prepares annual DBE goals and utilization reports, including securing approvals from Caltrans
- Tracks compliance with DBE, LBE and SBE programs and reports quarterly



- Performs contract reviews to evaluate compliance with stipulated provisions, established policies and procedures, and pertinent laws and regulations
- Makes recommendations for changes and improvements to existing standards and procedures, as necessary
- Examines contract provisions and change orders related to rates and approved costs of work, and also examines contractor and subcontractor books and records, as required
- Prepares compliance review reports, as requested

### **SUPERVISORY RESPONSIBILITIES**

None

### **QUALIFICATIONS**

To perform this job successfully, an individual must be able to perform each essential duty satisfactorily. The requirements listed below are representative of the knowledge, skill, and/or ability required. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential functions.

- Knowledge of applicable local, state, and federal laws, rules and regulations governing public contracting and contract administration processes for construction and professional services contracts
- Knowledge of contracting principles including various contract types, proposal preparation and analysis, overhead rate analysis, contract change processing, and dispute resolution
- Knowledge of state and federal laws, rules and regulations governing Disadvantaged Business Enterprise (DBE), Small Business Enterprise (SBE) and Local Business Enterprise (LBE) programs
- Excellent writing and verbal communication skills
- Independent and mature judgment

### **EDUCATION and/or EXPERIENCE**

Minimum of an Associates Degree in Business or related discipline

Minimum of four years full time experience in contracts administration. Minimum of one year of experience with DBE programs. Experience with SBE and LBE programs desirable.

**Alameda County Congestion Management Agency  
Job Description**

**Job Title:** Administrative Manager  
**Reports To:** Executive Director or designee  
**FLSA Status:** Exempt  
**Date Approved:** February 23, 2006

**SUMMARY**

The Administrative Manager oversees all activities related to the administrative, human resources, systems administration, facilities & office management, and purchasing & inventory of the A.C.C.M.A.

**ESSENTIAL DUTIES AND RESPONSIBILITIES**

***Administrative***

- Plan, schedule, coordinate and assemble meeting materials and prepare minutes for all Board meetings and other meetings as requested. Locate meeting rooms, make meeting arrangements, set up meetings, assemble materials, and supervise the production of mailings.
- Act as Board Secretary
- Supervise all clerical functions including filing, typing, mail sorting and delivery, reproduction and other clerical tasks. Hire, train and evaluate clerical staff; assign duties and schedule work
- Maintain, recommend and improve work flow processes
- Provide administrative and technical support to staff
- Manage all insurance requirements including liability, workmen's compensation, and asset insurance
- Relieve the Executive Director of certain administrative details by routinely and independently performing administrative support tasks

***Human Resources***

- Oversee and administer benefits function for all employees
- Maintain agency compliance with respect to the EEOC, Affirmative Action, and OSHA policies
- Organize and arrange training courses/schedules
- Coordinate the injury and illness prevention program
- Act as the agency Ombudsperson
- Coordinate the orderly and timely completion of performance evaluations
- Process and maintain employee information into a computer database (i.e., benefits accrual, personnel data, etc.)

***Systems/Computer Administration***

- Oversee the local area network, utilizing specialized knowledge and contracted service providers
- Maintain and update agency web site, using contracted service providers
- Maintain and recommend improvements to the phone/voicemail and security systems

***Facilities & Office Management***

- Oversee the physical presentation, organization and safety of the office, and act as the liaison to the landlord and office related service providers
- Maintain adequate levels of office equipment & supply inventories within a given budget

- Maintain, recommend, and implement improvements to facilities and office workflow

### ***Purchasing & Inventory***

Oversee the purchasing & inventory of the agency

## **SUPERVISORY RESPONSIBILITIES**

Supervise Administrative Assistants and Receptionist

**QUALIFICATIONS** To perform this job successfully, an individual must be able to perform each essential duty satisfactorily. The requirements listed below are representative of the knowledge, skill, and/or ability required. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential functions.

- Organizational efficiency
- Excellent writing and verbal communication skills
- Independent and mature judgment
- Office management principles and practices
- Personnel and benefits administration principles
- Knowledge and understanding of MS Office, MS Access and MS Project (preferred)
- LAN principles and practices

## **EDUCATION and/or EXPERIENCE**

10 yrs office management experience with:  
2-5 yrs HR and employee benefit program administration; and  
5-8 yrs clerical experience



**Alameda County Congestion Management Agency  
Job Description**

**Job Title:** Accounting Manager/Treasurer  
**Reports To:** Executive Director or designee  
**FLSA Status:** Exempt  
**Date Approved:** February 23, 2006

**SUMMARY**

Under general supervision of the Executive Director, the Accounting Manager is responsible for the agency's general accounting function, financial analysis, contract administration, and the systems and procedures to ensure proper financial and accounting compliance. Also provides Treasurer function.

**ESSENTIAL DUTIES AND RESPONSIBILITIES**

***General Accounting***

- Prepare the monthly and year-end general ledger closing, prepare journal entries, and input entries and maintain the general ledger system
- Reconcile all A.C.C.M.A. fund and balance sheet accounts and prepare monthly reconciliation to bank statements and the general ledger
- Oversee and carry out all accounts payable and accounts receivable functions, including the preparation of payments and invoices
- Update and maintain sub-ledger accounts
- Update and maintain all fixed assets, reconciling general ledger accounts to physical inventory
- Oversee, administer and prepare payroll for all employees

***Financial Analysis***

- Prepare monthly financial reports, quarterly lobbyist reports, annual State Controller's report, and yearly audits
- Oversee a variety of bank accounts to ensure proper handling and maximization of investments
- Acts as Treasurer and assists Investment Advisor with the quarterly investment analysis report
- Oversee the cash flow function such that invoice processing is coordinated with accounts receivable inflows and cash flow limitations
- Prepare, update and maintain the annual budgets and cash flow, including analysis of budget variances
- Develop and maintain the project cost system, including coordination with project managers and outside consultants
- Update and maintain financial records and correspondence in an orderly fashion
- Act as a liaison to and coordinate with outside consultants, auditors, and agencies (Caltrans, the M.T.C., etc.) and prepare/provide any and all information and analyses for both general and project audits

***Contract Administration***

- Oversee preparation of drafts and amendments for contract agreements, agency resolutions and policy memorandums
- Oversee contractor/consultant compliance to contract terms, and agency policies such as, but not limited, to invoicing requirement and DBE Program compliance

***Systems and Procedures***

- Develop and maintain a computerized accounting system, utilizing current trends in account system creation

- Establish, document and maintain a system of internal control
- Ensure compliance with federal, State, local and G.A.S.B. laws and regulations
- Provide analysis of accounting and financial matters at Board meetings

## **SUPERVISORY RESPONSIBILITIES**

Supervise Project Accountant and Contracts Administrator

**QUALIFICATIONS** To perform this job successfully, an individual must be able to perform each essential duty satisfactorily. The requirements listed below are representative of the knowledge, skill, and/or ability required. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential functions.

- Knowledge and understanding of MS Office applications (Word & Excel)
- Knowledge and understanding of accounting-based software
- Independent judgment
- Organizational, planning and time management skills
- Good verbal and written communication skills
- Ability to establish and maintain effective working relationships with co-workers, elected officials and the public
- Knowledge and understanding of cash and financial management principles
- Knowledge and understanding of payables and receivables
- Knowledge and understanding of budget analysis
- Ability to analyze data and provide viable solutions for presenting and reporting financial data
- Detail oriented
- Good analytical skills

## **EDUCATION and/or EXPERIENCE**

Minimum BA/BS degree in Accounting or related discipline

5 years progressive and/or varied experience in accounting. Government/fund accounting work experience is preferred [professional accounting experience (i.e.) compliance with GASB and state/federal agencies (Experience with job/project costing preferred)]

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# ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

February 23, 2006

## FY 2006-2007 BUDGET

Agenda Item 8.2

### TOTAL REVENUES & EXPENDITURES

	FY 2005/2006 Approved Budget	FY 2005/2006 Proposed Budget	FY 2006/2007 Proposed Budget
<b>REVENUES</b>			
Grants: (see page 3 for detail)			
MTC	\$ 690,000	\$ 731,300	\$ 837,000
MTC - RM2	14,628,000	6,981,860	9,773,270
ACTIA / ACTA	3,251,000	3,070,000	6,092,000
Caltrans	7,657,544	6,436,960	2,467,550
TFCA - Program Manager Fund	583,000	472,340	239,500
TFCA - Regional Fund	623,000	590,500	274,000
CMA Exchange Program	4,768,896	4,768,876	3,397,960
AC TRANSIT	9,530,000	9,301,000	6,960,833
OTHERS	77,000	77,000	9,000,000
<b>SUBTOTAL</b>	<b>\$ 41,808,440</b>	<b>\$ 32,429,836</b>	<b>\$ 39,042,113</b>
<b>General revenues:</b>			
Member Agencies Fees (see page 2 for detail)	736,216	736,216	761,984
Interest	20,000	20,000	8,000
Others	20,000	20,000	-
<b>TOTAL REVENUES</b>	<b>\$ 42,584,656</b>	<b>\$ 33,206,052</b>	<b>\$ 39,812,097</b>
<b>EXPENDITURES</b>			
Salaries	\$ 1,130,000	\$ 1,160,000	\$ 1,710,000
Employee Benefits (incl. approved time off)	508,500	518,500	787,100
Salary Related Expenses	65,000	65,000	85,000
Board Meeting per diem	40,000	40,000	40,000
Transportation/Travel-Special Events	65,000	65,000	75,000
Training	10,000	10,000	12,000
Office Space	290,000	290,000	323,243
Postage/Reproduction	25,000	25,000	30,000
Office Expenses/Equipment Leases	120,000	140,000	176,000
Computer Support	40,000	40,000	50,000
Website Service	15,000	15,000	20,000
Misc. Expenses	3,000	3,000	3,000
Office Furniture/Equipments	45,000	72,000	45,000
Building Improvements	-	156,000	-
Insurance	10,000	10,000	12,000
Legal Counsel	97,000	97,000	97,000
Accounting Software Annual Support	4,100	4,100	4,100
Temporary Employees	20,000	30,000	10,000
Annual Audit	40,000	40,000	40,000
Interest Expense	30,000	50,000	100,000
EDAB Membership	5,000	5,000	5,000
Consultants: For Projects (see page 3 for detail)	39,355,926	29,913,974	35,139,866
Consultants: On Call*	30,000	30,000	100,000
Consultants: DBE/SBE/LBE	40,000	40,000	10,000
Consultants: Investment Advisor	20,000	20,000	20,000
Legislative Advocacy (Sacramento & Washington DC)	97,500	97,500	98,400
<b>TOTAL EXPENDITURES</b>	<b>\$ 42,106,026</b>	<b>\$ 32,937,074</b>	<b>\$ 38,992,709</b>
Reserved Fund (Altamont Commuter Express)	\$ (243,704)	\$ (243,704)	\$ (190,000)
Financial Reserves**	\$ -	\$ -	\$ (300,000)
Retiree Health Benefit Reserves	\$ -	\$ -	\$ (50,000)
<b>Excess of revenues over (under) expenditures</b>	<b>\$ 234,926</b>	<b>\$ 25,274</b>	<b>\$ 279,387</b>

\* On call consultants for various tasks including project budget and schedule control, special studies such as a review of TOD issues, annual compensation analysis, and annual report preparation.

\*\* Increase in financial reserves in accordance w/adopted administrative code for a total reserve of \$1,900,000.

# ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

## FY 2006-2007 BUDGET

		Total Fuel Tax Proposition 111 Subventions*		Subventions* (S & H Code Section 2105)				
CITIES/COUNTY	2005/06	2005/06	Percent	FY 03/04 Fees	FY 04/05 Fees	FY 05/06 Fees	FY 06/07 Fees	
City of Alameda	\$ 1,385,506	\$ 466,679	3.13%	\$ 22,584	\$ 22,946	\$ 23,010	\$ 23,815	
City of Albany	313,923	104,539	0.70%	5,079	5,140	5,154	5,335	
City of Berkeley	1,932,819	651,401	4.36%	31,712	32,028	32,118	33,242	
City of Dublin	711,598	238,695	1.60%	9,905	10,884	11,769	12,181	
City of Emeryville	144,400	47,739	0.32%	2,218	2,308	2,354	2,436	
City of Fremont	3,851,724	1,302,018	8.72%	63,006	63,993	64,197	66,444	
City of Hayward	2,669,657	901,231	6.04%	43,806	44,312	44,436	45,991	
City of Livermore	1,452,195	489,291	3.28%	22,877	23,897	24,125	24,969	
City of Newark	814,966	273,743	1.83%	13,236	13,460	13,497	13,970	
City of Oakland	7,581,721	2,566,697	17.19%	124,477	126,201	126,554	130,983	
City of Piedmont	209,169	69,360	0.46%	3,369	3,410	3,420	3,540	
City of Pleasanton	1,242,484	418,186	2.80%	19,914	20,517	20,619	21,341	
City of San Leandro	1,505,790	507,462	3.40%	24,654	24,914	25,021	25,897	
City of Union City	1,300,982	438,021	2.93%	20,889	21,537	21,597	22,353	
Alameda County	20,490,630	6,456,483	43.24%	328,491	320,669	318,344	329,486	
	\$ 45,607,562	\$ 14,931,545	100.00%	\$ 736,216	\$ 736,216	\$ 736,216	\$ 761,984	
Percent of Prop 111 Funds				4.93%	4.93%	4.93%	5.10%	
Percent of Total Fuel Tax Subventions				1.61%	1.61%	1.61%	1.67%	

\* Estimate by State Department of Finance (DOF).

History of City/County Fees		
Fiscal Year	Fees	% Change
1991-92	\$ 1,132,953.00	N/A
1992-93	831,241.00	-26.63%
1993-94	639,084.00	-23.12%
1994-95	581,195.00	-9.06%
1995-96	581,327.00	0.02%
1996-97	599,880.00	3.19%
1997-98	631,858.00	5.33%
1998-99	656,438.00	3.89%
1999-00	704,417.00	7.31%
2000-01	711,320.00	0.98%
2001-02	736,216.00	3.50%
2002-03	736,216.00	0.00%
2003-04	736,216.00	0.00%
2004-05	736,216.00	0.00%
2005-06	736,216.00	0.00%
2006-07	761,984.00	3.50%

# ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

## FY 2006-2007 BUDGET

### REVENUES / EXPENDITURES BY PROJECTS

	FY 2005/2006 Approved Budget		FY 2005/2006 Proposed Budget		FY 2006/2007 Proposed Budget	
	REVENUE	EXPENSE	REVENUE	EXPENSE	REVENUE	EXPENSE
<b>MTC</b>						
TEA 21 Planning Support:	\$ 460,000		\$ 460,000		\$ 595,000	
- LOS Monitoring		65,000		52,000		13,000
- CMP		25,000		25,000		25,000
- Countywide Transportation Plan		25,000		25,000		25,000
- CMA Travel Model Support		15,000		15,000		15,000
Transportation Land Use Work Program	150,000	25,000	151,300	26,300	150,000	25,000
Countywide Bicycle Plan (TDA Article 3)	20,000	20,000	20,000	16,000	12,000	4,000
Community Based Transportation	60,000	60,000	100,000	100,000	80,000	80,000
<b>Subtotal</b>	<b>\$690,000</b>	<b>\$235,000</b>	<b>\$ 731,300</b>	<b>\$ 259,300</b>	<b>\$ 837,000</b>	<b>\$ 187,000</b>
<b>MTC - RM2</b>						
Rt. 84 Dumbarton HOV On-Ramp	\$ 459,000	\$ 446,000	\$ 4,500	\$ 3,000	\$ -	\$ -
Rt. 84 Dumbarton HOV Extension	4,283,000	4,270,000	20,000	5,000	640,000	600,000
Grand Ave. Signal Modification	1,750,000	1,750,000	1,024,600	990,420	2,533,450	2,453,400
Rt. 84/Ardenwood Park & Ride	1,590,000	1,449,000	1,601,840	1,579,000	1,515,380	1,345,000
I-880 North Safety Improvements	746,000	746,000	485,000	435,000	650,000	618,000
I-580 EB HOV Design	4,500,000	4,200,000	3,216,400	3,000,000	3,012,300	2,900,000
I-580 WB HOV & I-680 Connector	1,300,000	1,220,000	629,520	500,000	1,422,140	1,160,000
<b>Subtotal</b>	<b>\$ 14,628,000</b>	<b>\$ 14,081,000</b>	<b>\$ 6,981,860</b>	<b>\$ 6,512,420</b>	<b>\$ 9,773,270</b>	<b>\$ 9,076,400</b>
<b>ACTIA / ACTA</b>						
Altamont Commuter Express Operating Cost	\$ 2,000,000	\$ 1,756,296	\$ 2,000,000	\$ 1,756,296	\$ 2,000,000	\$ 1,810,000
Capital Improvement on ACE	500,000	500,000	35,000	35,000	1,215,000	1,215,000
I-680 Smart PE/ENV (Phase 2)	475,000	460,000	390,000	390,000	-	-
I-680 Smart PS&E (Phase 3)	246,000	180,000	515,000	515,000	864,000	864,000
Countywide Bicycle Plan	30,000	30,000	30,000	25,000	18,000	6,000
Central Freeway	-	-	100,000	26,000	965,000	700,000
I-680 Smart Equip (phase 7)	-	-	-	-	90,000	90,000
I-680 Cross Connector PSR	-	-	-	-	940,000	846,000
<b>Subtotal</b>	<b>\$ 3,251,000</b>	<b>\$ 2,926,296</b>	<b>\$ 3,070,000</b>	<b>\$ 2,747,296</b>	<b>\$ 6,092,000</b>	<b>\$ 5,531,000</b>
<b>Caltrans</b>						
CMAQ: SMART Corridor Operations & Management (Contra Cos)	\$ 300,000	\$ 300,000	\$ 220,000	\$ 200,000	\$ 260,000	\$ 240,000
CMAQ: SMART Corridor Operations & Management (Alameda)	300,000	300,000	330,000	300,000	390,000	360,000
East Bay SMART Corridors Incident Management	116,410	112,000	128,900	128,900	-	-
I-680 Soundwall Construction	2,950,000	2,950,000	2,950,000	2,950,000	-	-
I-680 North and Southbound Design	880,000	810,000	894,160	810,000	-	-
I-580 HOV EIR & Project Report	1,295,634	1,195,634	855,400	720,000	316,550	250,000
I-580/Tri-Valley Triangle Analysis	137,500	137,500	137,500	137,500	-	-
I-680 Smart PSR (phase 2)	762,000	690,000	573,000	401,000	-	-
I-680 Smart PS&E (phase 3)	658,000	570,000	90,000	90,000	900,000	688,000
BTIP Project Monitoring	110,000	50,000	110,000	50,000	240,000	180,000
I-680 Smart Equip (phase 7)	-	-	-	-	361,000	361,000
Dynamic Ridesharing	148,000	148,000	148,000	144,500	-	-
<b>Subtotal</b>	<b>\$ 7,657,544</b>	<b>\$ 7,263,134</b>	<b>\$ 6,436,960</b>	<b>\$ 5,931,900</b>	<b>\$ 2,467,550</b>	<b>\$ 2,079,000</b>
<b>TFCA - Program Manager Fund</b>						
Administration Revenue	\$ 96,000	\$ 50,000	\$ 33,840	\$ 50,000	\$ -	\$ 5,000
East 14th / Int'l Blvd. - Transit Signal Priority (phase 2&4)	350,000	334,000	301,500	291,516	102,000	97,008
Guaranteed Ride Home Program	137,000	125,000	137,000	125,000	137,500	125,000
<b>Subtotal</b>	<b>\$ 583,000</b>	<b>\$ 509,000</b>	<b>\$ 472,340</b>	<b>\$ 466,516</b>	<b>\$ 239,500</b>	<b>\$ 227,008</b>



**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY  
FY 2006-2007 BUDGET  
REVENUES / EXPENDITURES BY PROJECTS**

	FY 2005/2006 Proposed Budget		FY 2005/2006 Proposed Budget		FY 2006/2007 Proposed Budget	
	REVENUE	EXPENSE	REVENUE	EXPENSE	REVENUE	EXPENSE
<b>TFCA - Regional Fund</b>						
East 14th / Int'l Blvd -Transit Signal Priority ( Phase 3)	\$ 350,000	\$ 334,000	\$ 301,500	\$ 291,516	\$ 102,000	\$ 97,008
Travel Choice	-	-	45,000	45,000	90,000	90,000
Telegraph Transit Signal Priority	273,000	265,000	244,000	235,936	82,000	77,968
<b>Subtotal</b>	<b>\$ 623,000</b>	<b>\$ 599,000</b>	<b>\$ 590,500</b>	<b>\$ 572,452</b>	<b>\$ 274,000</b>	<b>\$ 264,976</b>
<b>CMA Exchange Program</b>						
Project Monitoring & Oversight	\$ 300,000	\$ 237,600	\$ 347,200	\$ 237,600	\$ 335,400	\$ 250,000
I-680 North & Southbound Design	218,000	200,000	218,000	200,000	-	-
I-680 Soundwall	540,000	540,000	565,960	540,000	-	-
I-680 Soundwall Design	-	-	25,960	-	1,036,470	960,000
ACCMA 2004 Countywide Model Update	200,000	200,000	291,000	286,000	109,000	100,000
Tri-Valley Triangle Analysis	137,500	137,500	137,500	137,500	-	-
Dynamic Ridesharing	25,700	25,700	25,700	25,700	-	-
I-880 North Safety Improvements	-	-	42,480	-	31,860	-
EAST Bay SMART Corridors Incident Management	10,000	10,000	132,900	132,900	21,000	13,800
SMART Corridors - Intel Project	3,218,000	3,118,000	2,760,000	2,668,608	930,600	884,904
Travel Choice	-	-	60,000	56,500	900,000	86,000
CMA TIP Administration	119,696	54,696	162,176	54,696	33,630	-
<b>Subtotal</b>	<b>\$ 4,768,896</b>	<b>\$ 4,523,496</b>	<b>\$ 4,768,876</b>	<b>\$ 4,339,504</b>	<b>\$ 3,397,960</b>	<b>\$ 2,294,704</b>
<b>AC TRANSIT</b>						
Traffic Signal Upgrades (Broadway)	\$ 455,000	\$ 442,000	\$ 429,000	\$ 414,792	\$ 145,000	\$ 137,896
INTEL Project (AC Transit: Measure B + RM2)	8,870,000	8,495,000	8,287,000	8,036,632	4,760,900	4,603,856
Net Bus	-	-	-	-	234,933	211,439
San Pablo	-	-	480,000	452,262	1,720,000	1,669,147
Grand Ave (TFCA)	205,000	205,000	105,000	103,900	100,000	97,440
<b>Subtotal</b>	<b>\$ 9,530,000</b>	<b>\$ 9,142,000</b>	<b>\$ 9,301,000</b>	<b>\$ 9,007,586</b>	<b>\$ 6,960,833</b>	<b>\$ 6,719,778</b>
<b>OTHERS</b>						
Tri-Valley Triangle Analysis (Local)	\$ 71,000	\$ 71,000	\$ 71,000	\$ 71,000	\$ -	\$ -
SAFTEA-LU I-580 TMP	-	-	-	-	9,000,000	8,760,000
West CAT AVL (WCCTAC)	6,000	6,000	6,000	6,000	-	-
<b>Subtotal</b>	<b>\$ 77,000</b>	<b>\$ 77,000</b>	<b>\$ 77,000</b>	<b>\$ 77,000</b>	<b>\$ 9,000,000</b>	<b>\$ 8,760,000</b>
<b>TOTAL</b>	<b>\$ 41,808,440</b>	<b>\$ 39,355,926</b>	<b>\$ 32,429,836</b>	<b>\$ 29,913,974</b>	<b>\$ 39,042,113</b>	<b>\$ 35,139,866</b>

**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY**  
**Board Approved Projects for**  
**TRANSPORTATION FUND FOR CLEAN AIR**

	FY 2005/2006 Approved Budget	FY 2006/2007 Proposed Budget
<b>REVENUES:</b>		
Programmed revenues	\$ 1,800,000	\$ 1,856,000
Interest	90,000	110,000
<b>TOTAL REVENUES</b>	<b>\$ 1,890,000</b>	<b>\$ 1,966,000</b>

<u>SPONSOR</u>	<u>PROJECT</u>	Approved Programmed Amount	Project Avail. Balance As of 1/31/06
ACCMA	Transit Bus Priority Systems, International Blvd.	\$ 500,000	\$ 403,000
ACCMA	Guaranteed Ride Home Program	231,200	86,000
ACCMA	E 14th Street Signal Timing	395,000	395,000
BART	Fruitvale Attended Bicycle Parking Facility	400,000	55,000
BART	Electronic Bike Lockers	50,000	50,000
Berkeley	Berkeley BART: Attended Bikestation	86,136	86,136
Berkeley	City Carshare - Eastbay Expansion	125,996	30,000
Berkeley	Citywide Bike Parking Program	25,000	25,000
Emeryville	Class II Bicycle Lane-Doyle Street Greenway	50,000	50,000
Fremont	CNG Refueling Station-Fremont	96,242	68,000
Fremont	Class II Bicycle Lane-Fremont Blvd.	100,250	83,000
Fremont	Signal Retiming: Automall, Paseo Padre, Warm Spring	123,000	123,000
LAVTA	ACE Shuttle to the Dublin/Pleasanton BART Station	83,934	50,000
Livermore	Arroyo Mocho Trail Extention	86,803	87,000
Oakland	CNG Refueling Station-Oakland	225,000	225,000
Oakland	Coliseum BART Bus Stop Relocation	192,000	187,000
Union City	CNG Facility Improvement	120,000	120,000
<b>TOTAL</b>		<b>\$ 2,890,561</b>	<b>\$ 2,123,136</b>

\*This is not a budget or financial statement, this page is provided for information only

**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY**  
**Board Approved Projects for**  
**CMA TIP Fund**

<u>Sponsor - Project</u>	<u>Approved Programmed Amount</u>	<u>Project Avail. Balance As of 1/31/06</u>
Federal Match	\$ 1,956,000	\$ 1,063,000
Set Aside For Economic Uncertainties	4,950,000	4,950,000
ACCMA - SMART Corridors	1,176,000	104,000
ACCMA - SMART Corridors O&M	92,000	92,000
ACCMA - Fair Lanes & Dynamic	60,900	34,000
ACCMA - ACE Trackage & Maintenance Improvements	2,500,000	2,490,000
ACCMA - Project Monitoring	1,855,000	1,400,000
ACCMA - Administration	688,400	438,000
ACCMA - I-680 Sunol Grade	2,058,000	1,304,000
ACCMA - Triangle Analysis	200,000	40,000
ACCMA - International Blvd.	4,500,000	2,900,000
ACCMA - CMA Countywide Travel Model Update	400,000	320,000
Alameda - Remove Rail & Resurface Clement Ave.	256,000	256,000
Alameda - Fernside Blvd. Resurfacing	135,000	135,000
Alameda - Lincoln Middle School Safety	163,000	163,000
County-Pleasanton BART Station	3,675,000	3,675,000
County-Crow Canyon Road	450,000	450,000
Albany - Pierce St. Reconstruction	87,000	87,000
Albany - Ohlone Greenway Intersectin Alignments	37,000	37,000
BART-Warm Springs Extention	2,163,000	277,000
BART-AFC Modernization	2,283,000	1,420,000
BART-West Dublin BART Station	6,900,000	6,900,000
Oakland-CEDA Downtown Intermodal Transit Center	1,450,000	1,450,000
Berkeley-Spruce St. Safety	100,000	100,000
Berkeley-Piedmont Circle Ped. Safety	128,000	128,000
Dublin - Amador Valley Blvd.	289,000	289,000
Emeryville - Intermodal Transfer Station	890,000	890,000
Emeryville - I-80/Ashby/Bay Interchange	313,000	267,000
Emeryville - Park Avenue	57,000	57,000
Fremont - Wash Blvd./Paseo Padre	1,745,000	1,745,000
Fremont - Street Overlay (dBayview, Walnut, Farewell)	467,000	467,000
Hayward - Industrial Blvd Pavement Rehab	280,000	280,000
Hayward - West A Street Rehab	16,000	16,000
Hayward - Hesperian Blvd. Rehab (Tennyson-Sleepy Hollow)	22,000	22,000
Livermore - Streets Resurfacing - 2007	178,000	178,000
Newark - Central Ave. Overpass	630,000	630,000
Newark -Thornton Ave Widening	405,000	405,000
Newark -Stevenson Blvd. Overlay I-880 to Cherry Street	151,000	151,000
Newark - Jarvis Overlay	99,000	99,000
Newark - Hayley Ave. Overlay	79,000	79,000
Oakland -MacArthur BART Station	500,000	500,000
Oakland - City of Oakland: Annual Street Resurfacing	349,000	349,000
Oakland - Measure B Match for Fed STP LSR Project	278,000	278,000
Oakland - Traffic Signal: 73rd/Garfield	275,000	275,000
Piedmont - Lower Grand at Arroyo and Rose	82,000	82,000
Pleasanton - Bernal Ave. - First Street to Windmill Way	232,000	232,000
Pleasanton - W. Las Positas Blvd. Resurfacing	153,000	153,000
San Leandro - Floresta Blvd. Rehab	12,000	12,000
Union City - Intermodal Station	1,000,000	300,000
Union City - Whipple Road Rehabilitation	241,000	241,000
Union City - UC Blvd. Rehab	127,000	127,000
Union City - Pavement Rehab: B,C,D,E, & 7th & 8th Streets	151,000	151,000
City CarShare Expansion Camp	40,000	5,000
<b>TOTAL</b>	<b>\$ 47,324,300</b>	<b>\$ 38,493,000</b>

\*This is not a budget or financial statement, this page is provided for information only



**MEETING COMPENSATION SURVEY**  
January 2006

February 23, 2006  
Agenda Item 8.3

ORGANIZATION	Amount per Meeting	COMMENTS
ACTIA	\$125.00	\$100.00 per meeting not to exceed \$400.00 per month plus travel fee of \$25.00 per meeting.
AC TRANSIT	\$100.00	\$100.00 per meeting not to exceed \$500.00 per month
ALAMEDA COUNTY WASTE MANAGEMENT	\$100.00	Recycle Board (\$100.00 per meeting not to exceed \$3,000 per year)
	\$150.00	Waste Management Authority (\$150.00 per meeting, the max is \$750.00 per month)
CCTA	\$100.00	\$100.00 per meeting, the max is \$500.00 per month. Semi-annually reimbursed for travel at the government rate
MTC	\$100.00	Commissioners receive \$100.00 per meeting (not to exceed \$500.00 per month)
	\$50.00	Advisory Committees - non officer receive \$50.00 per meeting.
		Note: Reimbursed for mileage, transit fare, and bridge toll
BART	see comments	\$1000.00 per month if a Director attends all meetings of the Board and all Committees of which they are a member. If attendance is not met the member may be paid at the rate of \$100.00 per meeting, not to exceed \$500.00 for the month.

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ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

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E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

*Agenda Item 8.4  
February 23, 2006*

**Memorandum**

**DATE:** February 15, 2006  
**TO:** CMA Board  
**FROM:** Administration and Legislation Committee  
**SUBJECT:** Uptown Transit Center Construction Contract Award

**Action Requested:**

On January 19<sup>th</sup>, 2006, the CMA received four bids for the Uptown Transit Center construction contract. The low bidder was NTK Construction with a bid of \$1,590,918. This is below the engineer's estimate of \$1,846,375. It is recommended that the CMA Board award the Uptown Transit Center construction contract, contingent upon the receipt of all necessary permits from the City of Oakland, to NTK Construction, Inc., for an amount not to exceed \$1,750,000, which includes a 10% contingency above the base bid amount. If for any reason the low bidder is unable or unwilling to execute a contract or provide required bonding, it is recommended the CMA Board award the Contract to the next bidder, contingent upon the receipt of all necessary permits from the City of Oakland. It is further recommended that the CMA Board authorize the Executive Director to execute any necessary agreements once all necessary permits have been obtained from the City of Oakland.

**Discussion:**

The Alameda County CMA, in association with AC Transit, has secured a total of \$20,273,735 in Measure B, Regional Measure 2, Federal, TFCA, and STIP funds to plan, design and deploy the E. 14<sup>th</sup> Street/International Blvd/Telegraph Avenue Rapid Bus program. The project extends from Bayfair Center to the campus of the University of California, Berkeley.

The CMA Board has previously authorized the Executive Director to negotiate and execute an agreement with AC Transit for the E. 14<sup>th</sup> /Telegraph/ International Rapid Bus program, and to execute consultant contracts to start project delivery activities for the project.

On July 27, 2005 and December 22, 2005, the CMA Board authorized the Executive Director to add the Uptown Transit Center Project to the Rapid Bus program. CMA and AC Transit's goal is to deliver the Rapid Bus program, including the completion of the Uptown Transit Center as a major hub for the project.



CMA advertised the project in November 2005 and received bids on January 19, 2006. Four valid bids were received as follows:

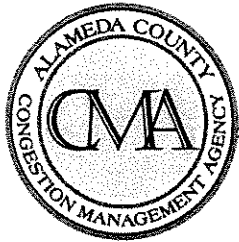
Contractor	Location	Base Bid Items
NTK Construction, Inc.	San Francisco, CA	\$1,590,918
J.A. Gonsalves & Son Inc.	Napa, CA	\$1,829,228
Ghilotti Bros., Inc.	San Rafael, CA	\$2,542,619
Sposeto Engineering, Inc.	Union City, CA	\$ 2,122,346
<i>Engineer's Estimate</i>		<i>\$1,846,375</i>

The low bidder is below the Engineer's Estimate. Therefore the bids are deemed reasonable. The Disadvantaged Business Enterprise (DBE) goal for this project is 19%. NTK Construction, Inc. is a certified DBE, and proposes to directly perform slightly more than one-half of the contract work. The bid includes an additional 49% DBE participation through subcontractors, resulting in total DBE participation of over 99%.

CMA staff will be reviewing the bid bonds and the bids for the low bidders and intends to execute a contract with the lowest bidder. If for any reason, the low bidder is unable or unwilling to sign the contract, or there are problems with their bonds, CMA has the right to enter into contract with the next bidder and to use the bid bonds from the low bidder to recover any cost differences or expenses to enter into contract with the next bidder.

In addition, due to the nature of this type of contract which includes significant retrofit of the existing roadway, unknown factors will exist during the course of construction. A typical 10% contingency amount will be set aside for these unforeseen conditions and appropriate contract change orders will be issued to address these conditions or other changes in work, if necessary. If additional funding beyond the 10% contingency is needed, staff will report back to the CMA Board to receive authorization for additional expenditure.

As of the date of this memo, CMA and AC Transit are still waiting for the City of Oakland to issue a required minor encroachment permit for the project. AC Transit expects that the City will soon issue the permit, although issuance may be delayed past the date of the February Board meeting. AC Transit has requested that CMA refrain from awarding the contract until this final permit is issued, but would like to have the contract awarded at the earliest possible date in order to meet AC Transit's deadlines. Accordingly, CMA staff requests authorization (i) to award the contract to the lowest, responsible, responsive bidder once all necessary permits have been obtained from City of Oakland, and (ii) for the Executive Director to execute all required agreements at that time. The Administration and Legislation Committee recommended that the Board provide this authorization.



ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

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**MEMORANDUM**

*February 23, 2006  
Agenda Item 8.5*

DATE: February 13, 2006  
TO: CMA Board  
FROM: Administration & Legislation Committee  
SUBJECT: State Infrastructure Package – Proposed Principles

**Action Requested**

Both the Governor and the Legislature have proposed infrastructure plans that involve bonds. Prior to the January Board meeting, the Chair and Vice Chair sent a letter to Senator Perata expressing the CMA's initial views. At the January meeting, the Board adopted three key advocacy points relative to a state infrastructure bond. The Bay Area CMA Executive Directors have also prepared a core set of principles for our respective boards to consider. These principles address the Board's points from the January meeting. It is recommended that the Board adopt the Executive Directors' principles with the additions suggested in the attached document.

**Discussion**

In 2005, Senator Perata introduced SB 1024 calling for a general obligation bond for various infrastructure improvements, including transportation. This bill now has the bond amount set at approximately \$13 billion. The CMA Board supports this bill. Last month, the Governor introduced his infrastructure proposal, which included two \$6 billion bonds, and other funding proposals. Both these proposals are described in a memo from Lynn Suter & Associates (attached).

Prior to the January Board meeting, the Chair and Vice Chair sent a letter to Senator Perata expressing the CMA's initial views on an infrastructure package and bond (see attached letter). At the January meeting, the Board adopted three key advocacy points relative to a state infrastructure bond:

- ☐ Provide a reward or give preference to self help counties
- ☐ Repay loans of Proposition 42 transportation funds
- ☐ Increase transportation revenues through a gas tax increase

The CMA's Sacramento representative was instructed to use these points pending a more detailed position adopted by the Board.

The Bay Area CMA Executive Directors have also prepared a core set of principles for our respective Boards to consider (attached). These principles address the Board's points from the January meeting.

The Bay Area CMA Executive Directors principles provide a good starting place for Alameda County. It is recommended that the Board adopt the Executive Directors' principles with the additions suggested in the attached document.

*Alameda County Congestion Management Agency*  
**State Infrastructure Package Principles**  
2-23-06

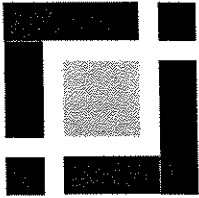
General Principles

1. Remove the suspension provision in Proposition 42 and prohibit loans, other than short-term loans for cash flow purposes.
2. Repay in full any previous loans of transportation funds to the general fund with interest, as required under existing law.
3. Allocate the majority of new funds to existing programs that support transportation investment in a multi-modal system, such as the State Transportation Improvement Program (STIP), or to program-level funding categories, such as goods movement.
4. Oppose the use of revenue bonds backed by existing transportation funding sources, if they would negatively impact Traffic Congestion Relief Program and STIP commitments.
5. Expedite project delivery by streamlining design and construction and other proposals to improve project delivery in California, including public/private partnerships.
6. Provide additional funding for rehabilitation of the existing transportation system, including local streets and roads and transit
7. Authorize new user fees to augment the amount of any bond measures in order to support an adequate transportation investment program through the STIP and to support local transportation investments.

Bond Measure Principles

8. Recognize the existing local, regional and state planning and programming process specified in current law as a framework for selecting the best candidate projects for bond funding.
9. Select projects for funding where the state commitment fully funds the project and allows the project to actually be built.
10. Provide a reward or incentive to Self-help counties that have generated local revenue to improve the state highway and transit system.
11. At a minimum, address the following transportation needs through the infrastructure bond:
  - ❑ Additional funding for the State Transportation Improvement Program
  - ❑ Funding for large projects having a significant impact on travel and congestion between regions and within regions, including highways and transit. These projects would be nominated directly to the California Transportation Commission by Caltrans and regional agencies/county transportation agencies, with a final program selected by the CTC.
  - ❑ Funding for goods movement and trade corridors
  - ❑ Funding for new technologies to better manage the transportation system, referred to as Intelligent Transportation Systems (ITS).
  - ❑ Funding for High Occupancy Toll (HOT) lanes
  - ❑ Funding for Transit Oriented Development (TOD)
  - ❑ Funding for rail grade separations





## Lynn M. Suter

and Associates

Government Relations

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February 3, 2006

TO: Dennis Fay, Executive Director  
Alameda County Congestion Management Agency

FR: Lynn M. Suter & Associates

RE: Governor's Strategic Growth Plan for Transportation

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With the Governor's ambitious Strategic Growth Plan, every "infrastructure-esque" project imaginable is being proposed and placed on the table for consideration. While efforts are being made to place a part of the package on the June ballot, it is beginning to appear that everything will slip back to November. There simply is not enough time to cobble this package together before the March 10 deadline.

Policy committees on both sides have launched into the review of Governor Schwarzenegger's Strategic Growth Plan (SGP). The Governor's SGP would authorize the issuance of \$68 billion in General Obligation Bonds over the next 10 years. Under the plan, bonds would be issued to raise revenue for a broad array of infrastructure projects, including transportation, schools, colleges, flood control, state and local correctional facilities and courthouse facilities.

In some instances, the committees will hold only one or two hearings while others have scheduled hearings through the week of February 20. The committees will not be voting on the bills containing the SGP. Rather, the committees will forward recommendations to the joint-house Conference Committee on Infrastructure Bonds, the committee charged with putting together a compromise package for consideration by the Senate and Assembly.

A common theme is emerging from these hearings. At the Senate hearings the major concerns consisted of the project selection process, the lack of public debate in crafting the bond proposals, and the apparent attempt to circumvent the separation of powers between the executive and legislative branch. The last issue was the focus of Senator Kuehl comments that pointed out the Governor plans to make all bond proceeds subject to a continuous appropriation. This circumvents the annual budget process and the Legislature's oversight and authority on appropriating state funds.

The Senate Transportation & Housing Committee will focus on the public participation and project selection process next week. While the Senate Transportation's initial hearing was limited to an overview of the Governor's plan, many members were critical of creating a planning process centralized within Caltrans and the BT&H Agency. Next weeks hearing is expected to focus on the public involvement of the existing transportation planning process and the need to build upon the existing STIP process

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instead of creating a parallel process. There has also been little support shown for using gas tax revenues to back \$14 billion in revenue bonds.

**Governor's Strategic Growth Plan (SGP):** Governor Schwarzenegger unveiled his Strategic Growth Plan for California. Using existing resources, new user fees, and private investment, the Governor plans to leverage \$68 billion in general obligation bonds to finance a \$222 billion investment plan that covers the next 10 years. The Governor also proposes to cap the amount of resources that can be used for debt service to 6% of revenues. The Plan spreads the bonds out over the next five election cycles as follows:

	2006	2008	2010	2012	2014	Total
Transportation	\$6.0	\$6.0				\$12.0
Education	\$12.4	\$4.2	\$7.7	\$8.7	\$5.0	\$38.0
K-12	(\$7.0)					(\$26.3)
Higher Ed	(\$5.4)					(\$11.7)
Water & Flood Control	\$3.0		\$6.0			\$9.0
Public Safety	\$2.6		\$4.2			\$6.8
Courts & Other Public Infrastructure	\$1.2		\$1.0			\$2.2
Total	\$25.2	\$10.2	\$18.9	\$8.7	\$5.0	\$68

**Strategic Growth Plan for Transportation:** The Governor's SGP for transportation outlines an investment of \$107 billion over the next 10 years. The plan omits new investment in public transportation or local transportation projects, and does not include issues such as housing and infill development. The \$107 billion investment in transportation includes the following assumptions for existing revenue sources, new bond money, and private investment:

- \$47 billion from existing funding sources. *This includes Proposition 42 funds, federal SAFETEA-LU funds, existing state fuel excise tax and weight fees, and tribal gaming bonds.*
- \$48 billion in new funding would result from leveraging existing funds. *The new funds consist of new and extended local transportation sales tax programs, operational savings realized through using design-build contracting, and revenue generated through public/private partnerships. The Governor also counts \$3.1 billion in GARVEE bonds in the out years of the 10 year plan as new revenue. Additional "new" revenue would be realized in 2015 when the Plan would use 25% of existing gas tax and weight fee revenue to securitize bonds. This would generate approximately \$14 billion for transportation projects.*

- \$12 billion in new bond funds to attract increased federal, local and private funding. *Half of these bonds would be placed on the June 2006 ballot with the remaining amount appearing on a 2008 ballot.*

The Governor's investment plan for transportation is outlined in AB 1838 (Oropeza) and in the Senate by SB 1165 (Dutton). These bills contains all aspects of the Governor's transportation proposal, including the bond proposals, design-build and design sequencing contracting proposals, and the toll road and toll lane proposals. ACA 4 (Plescia) contains the Governor's proposal for "fixing" Prop 42.

ACA 4 would simply repeal the ability for the Governor and Legislature to suspend the transfer of Prop 42 funds when a fiscal emergency is declared. This proposal does not address the need to further tighten the restriction on loaning transportation funds to the general fund.

*As contained in the legislative vehicles, the Governor's SGP for transportation proposes the following elements:*

**Planning process:** The Governor's plan for transportation would create a new transportation programming process parallel to the existing STIP process. As specified in AB 1836 and SB 1165, projects funded by the Governor's plan would be selected by Caltrans and the BT&H Agency and adopted by the CTC. The projects must be on the state highway system or be a "focus route" project, which are non-interstate routes that connect two urban areas. While a regional agency may request the CTC to substitute a project on the Caltrans list, the CTC must adopt findings that the project is more consistent with the adopted guidelines. In addition, the allocation of funds for a substitute project must receive the concurrence of Caltrans and approval by the CTC. The bill does not allow a local agency to directly request a substitute project.

Not only does the Governor's proposal create a new planning process, the bond revenue would be exempt from the traditional funding guarantees. These guarantees include the north-south split requirement, the county share calculation, and the SB 45 state/regional split. In some instances these funds would also not be counted in the STIP fund estimate. However, the guidelines require Caltrans to consider "a reasonable geographic balance at the system and project level" when selecting projects.

**\$12 billion in general obligation bonds:** The SGP would place \$6 billion on the ballot in 2006 and \$6 billion on the ballot in 2008. The 2006 bond proposal would include the following funding elements:

- \$1.7 billion for performance improvements to the state highway system.
- \$1.3 billion for safety and rehabilitation projects o the state highway system.
- \$300 million for corridor mobility project, which include operational improvements and system management strategies that reduce congestion.
- \$200 million for intelligent transportation systems and other technology based projects

- \$400 million for intercity rail projects.
- \$100 million for bicycle and pedestrian projects, including park & ride projects. These projects must be included in a regional transportation plan.
- \$1 billion for mitigation projects. These projects must reduce air pollution from both publicly and privately owned vehicles.
- \$1 billion for transportation infrastructure projects that improve the flow of goods and services, as well as enhancing environmental quality, to port facilities.

The Governor proposes to place an additional \$6 billion bond act on the 2008 ballot for the following purpose:

- \$3.6 billion for performance improvements to the state highway system
- \$200 million for safety and rehabilitation projects.
- \$100 million for intercity rail projects.
- \$100 million for bicycle and pedestrian projects.
- \$2 billion for transportation infrastructure projects that improve the flow of goods to and from ports.

***\$14 billion revenue bond secured by State Highway Account funds.*** In 2012, the Governor proposes to place on the ballot a proposal to issue \$14 billion in revenue bonds. This proposal would dedicate up to 25% of both the fuel tax revenue and the weight fee revenue deposited into the State Highway Account to secure the revenue bonds. This amount could not exceed \$1.025 billion per year. While all projects that receive funds from these revenue bonds must be included in a regional transportation plan, the projects would be selected by Caltrans and BT&H and approved by the CTC. A regional transportation agency could propose a substitute project. These funds would also be exempt from north-south split, county share, and SB 45 funding guarantees.

***Design-Build Contracting:*** The SGP would allow Caltrans, any regional transportation agency, any transportation authority created under PUC Section 180000, and Santa Clara VTA to utilize design-build contracting for any transportation project. The provisions for using design-build follow the “boiler plate” design-build language utilized by select counties and cities, as well as transit agencies. However, the Plan does not include a sunset date or limit design-build contract to dollar threshold.

***Toll Roads & Toll Lanes:*** The SGP expands the ability for Caltrans and regional transportation agencies to enter into public/private partnerships for constructing toll lanes, HOT lanes, or toll roads. The language specifically states that these provisions should not affect the ACCMA’s ability to implement HOT lanes as provided in existing law. Unlike provisions in the ACCMA’s authority, these provisions do not allow for toll revenue to be used for mass transportation services in the toll corridor, and they do not specifically exempt bus service from the toll requirements. However, the proposal would allow regional transportation agencies to develop and operate bus only lanes and charge a toll for other users of the bus only lane.



## ***The Legislative Analyst's Office Overview of the Governor's SGP for Transportation***

The Legislative Analyst, Liz Hill, presented her thoughts on the Governor's plan to the Assembly Transportation Committee earlier this week and outlined areas of concern for the Legislature to consider. The LAO's overview highlighted the following issues:

***The State Transportation Improvement Program planning and funding process should not be abandoned.*** The SGP is not consistent with the current STIP process, which ensures that state funds are allocated in an equitable manner that is consistent with state and regional priorities. According to a review of regional plans by the LAO, most of the projects on the proposed list are not in the regions 5 year RTIP. In addition, the SGP requires a project to be included in a regional plan, even if that project was not initially included in regional plan. Therefore most of the projects do not have a completed project study report, which means many of the projects listed would not be ready for construction for several years.

***Continuous appropriation authority unwarranted/ accountability needed.*** The SGP proposes for the general obligation bonds and the revenue bond funds be continuously appropriated. This severely limits the Legislature ability to oversee the appropriation of funds and the selection of categories. The projects would be selected and the plans adopted with no Legislative input. This also limits accountability in how the funds are programmed and allocated.

***Risk for matching bond funds.*** The SGP proposes the leverage by a 4-to-1 matching ratio (bonds to private investment) for \$3 billion of the GO bond amount. However, it is unclear what the risk to the state is of losing the incentive funding if the project does not materialize after the state match is provided.

***Potential negative impact on highway maintenance.*** The SGP would take up to 25 percent of future gas tax and weight fee revenues "off the top" to pay the debt service on \$14 billion in revenue bonds. This potentially leaves insufficient funds for ongoing maintenance and rehabilitation.

***Caltrans staffing needs.*** The staffing needs at Caltrans to deliver the projects funded by the bonds is unknown. If the bond proceeds are continuously appropriated, Caltrans would not be subject to legislative oversight or budgeting.

***SB 1024 (Perata): The Safe Facilities, Improved Mobility and Clean Air Bond Act of 2006:***

Countering the Governor's proposal, Senate President Pro Tem Perata introduced SB 1024 last year. As proposed to be amended, SB 1204 would place a \$13.125 billion bond proposal on the ballot in 2006. These funds would be used to address a wide range of infrastructure needs ranging from transportation to flood control and housing. The allocation of these funds would rely primarily on existing planning and allocation processes. While not in print, the following outlines the programs that SB 1024 would fund:

**The Safe Facilities Account: \$2.250 billion**

Levees and Local Flood Subvention Funds:	\$1,200 million
Transit Security Program:	\$ 500 million
Grade Separation Projects:	\$ 325 million
Local Bridge Seismic Retrofit Funds:	\$ 125 million
Port Security Grant Program:	\$ 100 million

**The Improved Mobility and Clean Air Account: \$8.300 billion**

Proposition 42 Repayment:	\$2,300 million
Trade Corridor Improvements:	\$2,000 million
STIP Augmentation:	\$1,500 million
State and Local Partnership Program	\$1,000 million
Hi-Speed Rail:	\$1,000 million
Port Air Quality Improvement	
(Moyer Funds):	\$ 400 million
EEMP Funds:	\$ 100 million

**The Affordable Housing, Infill and Transit Oriented Development Account: \$2.575 billion**

Affordable Housing Subsidy:	\$1,400 million
Infill Incentives and Planning Funds:	\$1,000 million
TOD Program:	\$ 400 million

## Governor's Proposed Transportation Budget

- **Hydrogen Highways:** \$6.5 million in Motor Vehicle Account funds is allocated to the Air Resources Board to continue the implementation of the Hydrogen Highway. These funds would be used to help construct three fueling facilities and to leverage federal funds to purchase five hydrogen fueled buses to be used by public transit agencies.
- **State Transit Assistance:** The budget provides \$235 million for State Transit Assistance (STA), which provides operating funds for public transit operators. This is a \$35 million increase over the current year. While the "spill over" is expected to reach \$325 million in 2006-07, none of it will be deposited into the Public Transportation Account or STA. Last session the Governor and the Legislature agreed to retain the first \$200 million in spill over funds in the general fund and to divert the next \$125 million to the Toll Bridge Retrofit Program. Spill over occurs when revenues from gasoline sales tax exceeds \_ percent of the sales tax generated on all taxable sales.
- **Proposition 42:** The Budget fully funds the Proposition 42 by transferring \$1.4 billion in fuel sales tax revenue from the general fund to transportation programs. This transfer will provide \$678 million for Traffic Congestion Relief Program (TCRP) projects, \$582 million for STIP projects and \$146 million for the Public Transportation Account. Pursuant to prior funding agreements cities and counties are not scheduled to receive a Prop 42 allocation for local streets and roads in 2006-07 and 2007-08.
- **Prop 42 Loan Repayments:** The budget proposes to use \$920 million in general fund revenue to partially repay one year early Prop 42 loans made to the general fund. The repayment plan would allocate \$582 million to STIP projects, \$410 million to TCRP projects, and \$255 million would be split between cities and counties for local street and road maintenance projects. No funds would be used to repay the Public Transportation Account and State Transit Assistance.
- **New federal funds:** The budget estimates that SAFETEA-LU will provide California an additional \$975 million in transportation funds in the current budget year and in the 2006-07 fiscal year.
- **Tribal Gaming Bonds:** Litigation continues to hold-up the sale of \$1 billion in bonds financed by the new tribal gaming compacts. In the event that these bonds are sold an additional \$465 million would be deposited into the State Highway Account, \$290 million would be available for TCRP projects, and \$122 million would be allocated to Public Transportation Account for transit capital projects, and cities and counties would split \$122 million for local streets and roads.
- **High-Speed Rail Authority:** The budget provides \$1.3 million to continue the operations of the Authority. The Governor also proposed to indefinitely postpone the vote on the \$9.9 billion High-Speed Rail Bond Act that is currently on the November 2006 ballot.



# ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

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**City of San Leandro**

Mayor

Sheila Young

**City of Union City**

Mayor

Mark Green

**Executive Director**

Dennis R. Fay

January 25, 2006

Senator Don Perata  
Senate President pro Tempore  
State Capitol, Room 205  
Sacramento, CA 95814

RE: ***SB 1024 (Perata): The Safe Facilities, Improved Mobility and Clean Air  
Bond Act of 2006***

Dear Senator Perata:

On behalf of the Alameda County Congestion Management Agency, thank you for your leadership by proposing an infrastructure bond measure. SB 1024 promotes an equitable solution for securing urgently needed infrastructure funding for highway expansion projects, seismic retrofit needs, and port and mass transportation security issues.

With the release of the Governor's \$68 billion bond proposal, we can appreciate the challenge you face in reaching agreement on a transportation bond. *We wish to express our support for your approach that identifies program priorities, but leaves the choice of projects to the local, regional and state planning process now in place.* It is disturbing that the Governor has chosen to forego long standing planning principles, such as the north/south split and county share allocations, for a process that centralizes all decisions within the BT&H Agency.

You are aware of the significant investments needed for Alameda's transportation system. *Attached is a list of high priority projects throughout Alameda County where financial assistance is essential to address the investment needs for our highways, public transit system, and transit oriented development projects.* All of these programs could benefit from the funding proposed in SB 1024.

Additionally, we ask that you consider the following:

- ☐ *Criteria favoring self-help counties when considering projects for funding. So often significant State funds are committed to projects in non-self-help counties. We feel that this puts an unfair burden on self-help counties to further dip into their own transportation funds when limited State funding is consumed by projects in non-self-help counties. Such a provision will serve as an incentive for all communities to contribute their fair share, thus leveling the playing field for everyone.*



Senator Don Perata re Infrastructure Bonds  
January 25, 2006  
Page 2

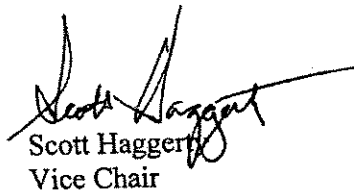
- *A funding category for Intelligent Transportation Systems and High Occupancy Toll lanes.* Both of these applications are showing promise in managing the existing infrastructure in a manner that improves travel in a corridor for all users.
- *The need for additional funding for the rehabilitation and maintenance of local roads.* We urge you to consider funding for local roads in the final transportation package, perhaps a bond secured by the Proposition 42 funding dedicated to local roads. A dollar spent today on rehabilitation of roads in fair condition will save five dollars five years from now.

Thank you again for your leadership in transportation. We look forward to our meeting on February 23 to discuss our projects and ideas with you. If you have any questions or need additional information, please give us a call or contact Dennis Fay at (510) 836-2560.

Sincerely,



Larry Reid  
Chair



Scott Haggert  
Vice Chair

cc: Senator Liz Figueroa  
Senator Tom Torlakson  
Assemblywoman Loni Hancock  
Assemblywoman Wilma Chan  
Assemblyman Johan Klehs  
Assemblyman Alberto Torrico  
Assemblyman Guy Houston  
Steve Wallauch, Lynn Suter & Associates

file Legislation/2005-6/ SB 1024 (Perata)

- The Alameda County CMA is moving forward with a **Goods Movement Corridor** plan that encompasses I-880, I-238 and I-580 from the Port to the Central Valley. A tentative list of improvements exceeding \$1 billion has been developed. The following provides some details.
  - **I-580 in the Livermore Valley** – This is the second most congested corridor in the entire Bay Area, surpassed by only I-80 in Alameda and Contra Costa counties. The CMA's long-range plan envisions improvements in this corridor approaching \$500 million. This is one of the CMA's five high priority projects in its long-range plan. This critical freight route providing access to the Central Valley and serving the Port will need State assistance if we are to make the investments necessary in this corridor.
  - **I-880** – This is also a critical freight corridor linking the South Bay to the Port and the Port to the Central Valley via I-238 and I-580. Our plan has identified improvements in this corridor exceeding \$200 million. Again, State help will be needed to complete the funding.
  - **I-238** – This important link will be improved with Measure B funds, but additional freight improvements will be needed in the form of a truck bypass lane. This improvement could easily exceed \$200 million.
- **BART Oakland Airport Connector** – This project will be ready for construction next year. State funding in the amount of \$70 million would avoid the need for private sector financing that could drive up the fare. This is one of the CMA's five high priority projects in its long-range plan.
- **Transit Oriented Development (TOD)** – Several TODs are nearing construction, including the Mac Arthur Transit Village, the Coliseum TOD and the Ed Roberts Campus in Berkeley. Funding from the State would assure that these projects proceed in a timely fashion.
- **I-680 Smart Carpool Lane** – This project would implement a high occupancy toll lane on southbound I-680 over the Sunol Grade as authorized by State legislation and partially funded by Alameda County's Measure B. When operational, this will be the first HOT lane in northern California. Additional funding through the bond measure will ensure timely implementation of this project. This is one of the CMA's five high priority projects in its long-range plan.
- **AC Transit's Rapid Bus Program** – With the San Pablo Avenue success, AC Transit is embarking on a similar program in the Telegraph and Int'l Blvd corridors; this new corridor will be open to service in July 2006 and is one of the CMA's five high priority projects in its long-range plan. AC is also considering the MacArthur corridor. State funding would be very helpful in moving this new Rapid Bus corridor along.
- **Warm Springs BART Extension** – This project will benefit from full funding of the Traffic Congestion Relief Program, but the cost of land and grade separations continues to increase. State funding for several grade separations in Fremont would better assure the delivery of this important link that is necessary for BART to be linked to Santa Clara County. This is one of the CMA's five high priority projects in its long-range plan.

# Bay Area CMA Directors

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## State Infrastructure Financing Package Principles February 1, 2006

### General Principles

1. Remove the suspension provision in Proposition 42 and prohibit loans, other than short-term loans for cash flow purposes.
2. Repay in full any previous loans of transportation funds to the general fund with interest, as required under existing law.
3. Allocate the majority of new funds to existing programs that support transportation investment in a multi-modal system, such as the State Transportation Improvement Program (STIP), or to program-level funding categories, such as goods movement.
4. Oppose the use of revenue bonds backed by existing transportation funding sources, if they would negatively impact Traffic Congestion Relief Program and STIP commitments.
5. Expedite project delivery by streamlining design and construction and other proposals to improve project delivery in California, including public/private partnerships.
6. Provide additional funding for rehabilitation of the existing transportation system
7. Authorize new user fees to augment the amount of any bond measures in order to support an adequate transportation investment program through the STIP and to support local transportation investments.

### Bond Measure Principles

8. Recognize the existing local, regional and state planning and programming process specified in current law as a framework for selecting the best candidate projects for bond funding.
9. Select projects for funding where the state commitment fully funds the project and allows the project to actually be built.
10. Provide a reward or incentive to counties that have generated local revenue to improve the state highway and transit system.
11. At a minimum, address the following transportation needs through the infrastructure bond:
  - Additional funding for the State Transportation Improvement Program.
  - Funding for large projects having a significant impact on travel and congestion between regions and within regions. These projects would be nominated directly to the California Transportation Commission by Caltrans and regional agencies/county transportation agencies, with a final program selected by the CTC.
  - Funding for goods movement and trade corridors.
  - Funding for new technologies to better manage the transportation system, referred to as Intelligent Transportation Systems (ITS).